The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8593 宣統三年二月廿八號 TUESDAY, MARCH 28, 1911. 一拜禮 香港英三月廿八號

$36 PER ANNUM. SINGLE COPY 10 CENTS.

Telegrams.

GERMANY AND PORTUGAL.

DIPLOMATIC DIFFICULTIES.

(REUTER'S SERVICE.)

Bombay, March 28, 7.35 a.m.

The Foreign Secretary in Berlin, when questioned, said that Germano-Portuguese relations were unsatisfactory.

The questions as to private property, the expulsion of the German nuns and subjects, had created difficulties.

MEXICAN TROUBLE.

THE MIKADO'S MESSAGE.

(REUTER'S SERVICE.)

Bombay, March 28, 7.35 a.m.

Yesterday's message should have read that the Emperor of Japan had declared that His Majesty was convinced that President Taft had never given credence to the story of Japan's participation in Mexican trouble.

PRINCE CHING'S GARDEN.

["SHEUNG PO" SERVICE.]

Peking, March 27.

Prince Ching is carrying out great improvements in the magnificent garden attached to his palace. New pavilions have been built and a great variety of flowers, both Chinese and foreign, have been planted. The garden will be completed some time next year.

ANOTHER BIG FAILURE.

("SHAT PO" SERVICE.)

Peking, March 27.

The Viceroy of Hupeh has telegraphed to Peking for instructions as to a Chinese merchant, named Li Shing Fook, in Hankow, who has failed to the extent of over Tls. 10,000,000, on properties mortgaged by foreigners.

YACHTING.

The closing cruise of the members of the C.Y.C. takes place on Sunday, the 9th proximo, the course selected this year being from the Clubhouse, as there is now increased accommodation for members and their friends at the headquarters of the yachtsmen.

Telegrams

CHINESE BANKS.

LOAN CONTEMPLATED.

["SHEUNG PO" SERVICE.]

Peking, March 27.

The Provincial Treasurer of Kiang-si proposes to raise a loan of Tls. 3,000,000 for the improvement of the government banks in the province.

The Governor has instructed the Provincial Assembly to consider the scheme.

THE CORONATION.

CHINA'S REPRESENTATIVE.

("SHEUNG PO" SERVICE.)

Peking, March 27.

Prince Chun will shortly leave for England to represent China at the Coronation of King George.

The Prince was received in audience yesterday.

An Imperial decree has been issued sanctioning the Prince's memorial to bring with him suitable presents and private secretaries.

THE FRONTIER.

CHINESE OFFICIALS TO YIELD.

("SHAT PO" SERVICE.)

Peking, March 27.

The Board of Foreign Affairs has telegraphed to Viceroy Hsi Liang, of the Three Eastern Provinces, and Shi Shiu Kai, to settle the frontier disputes amicably.

The Board also instructed the Viceroy to give in, if necessary.

THE BANK SMASH.

("SHEUNG PO" SERVICE.)

Peking, March 27.

The Board of Communications intends to send a special deputy to investigate into the names of the proprietors of the insolvent bank, Yee Shin Yuen, and to hold the properties of the insolvent bank in Chili, Hupeh, Anhwei, and Kiangsu. These properties will be sold in order to settle the claims of the creditors.

Telegrams

THE RUSSIAN POLITICAL CRISIS.

THE TSAR AS AUTOCRAT.

(REUTER'S SERVICE.)

London, March 27.

A message from St. Petersburg states that after issuing Ukases countersigned by M. Stolypin, President of the Council of Ministers, suspending the sittings of the Council of Empire and the Duma till Tuesday, the Tsar is availing himself of a paragraph in the Constitution enabling him to promulgate laws when the Legislature is not sitting.

His Majesty has issued a Ukase introducing local Councils in Poland, the rejection of which measure on the 21st instant precipitated the crisis.

The Octobrists, though supporters of the Bill, are expected to resign in a body, their objection being to the dealing with reaction by such [illegible]

CHINA'S NAVY.

NEW WARSHIP TO BE CONSTRUCTED.

("SHAT PO" SERVICE.)

Peking, March 27.

The Chinese Navy Board proposes to improve the naval yard at Fukien, so as to expedite the construction of new warships.

CANTON NEWS.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

A merchant has sent a letter to the Canton Press Society regarding the suppression of gambling in Canton. He wishes to draw the attention of the Viceroy, through the medium of the press, to the quantity of playing cards imported into Canton by way of Hongkong. He says that in former years the annual import of playing cards into Hongkong represented something like two or three thousand dollars, but now it reaches the amount of $200,000 a year. The trade is entirely in the hands of the German importers, and the two most important places are the Sunning and Pun U districts. By comparison with "fantan," he considers the foreign card games are more harmful and serious than the former, because these games mean an exodus of China's wealth into foreign nations. In his opinion, these card games should be abolished also.

A brisk trade has sprung up again in the cattle trade between Shantung and Dalny.

THE BOAT RACE.

CHANGE IN THE OXFORD CREW.

From the purely rowing point of view, it is good news to hear that ex-President D. Mackinnon has promised to assist Oxford v. Cambridge again this year. This Old Rugbeian is admittedly one of the very finest oarsmen of today, and boasts a record which has rarely been equalled. Physically, too, he is a fine specimen of an athlete. He scales over 13st. in full racing trim, stands well over 6ft. 1in., and is now twenty-three years of age.

That his inclusion at his old thwart in No. 5 will strengthen Oxford's chances of success is unquestionable. And as C. W. J. Littlejohn ousts C. E. Tinne at No. 3 thwart the avoirdupois of the crew will be increased appreciably. One may sympathise with the last-named Old Etonian, but that the change is for the better is also beyond cavil. Whether it is expedient to include a fifth-year man, however, is doubtful. Opinions differ considerably on the point.

As has been pointed out, Cambridge has set the precedent by rowing G. E. Fairbairn—also a fifth-year man. The last Oxford man who rowed in his fifth year was Guy Nickalls (from 1887 to 1891 inclusive), and even at that time his inclusion was hardly received with general favour.

The O.U.B.C. has always dissented from the four-years'-limit qualification, which was unanimously agreed to at a Blues' Committee meeting held some years ago by all the other governing bodies of University sport. Put another way, President Bourne is quite [illegible] of in rowing Mr. M. is exercising the minds of so many just now.

The other point raised, "Is it fair on oarsmen who would otherwise have got their Blues?" is rather beside the mark. It is a president's first duty to get together the very best crew he can. And as President Bourne is simply acting up to this rule—that is all the criticism strictly in order in this connection.

As the outcome, five members of last year's winning "Grand" crew at Henley are now rowing. The Oxonians started strict training on Feb. 22 with greatly enhanced chances of bringing about their third successive triumph on April 1.

The temporary absence of R. W. M. Arbuthnot from the stroke thwart in the Cambridge eight is by no means a disquieting incident. President Rosher and his advisers are very wise in thus judiciously resting the Old Etonian and Blue. Although such a fine oarsman, he is not physically strong, and an occasional respite will do him all the good in the world. Nor will the crew suffer to any appreciable degree. L. S. Lloyd (his understudy) is also an Old Etonian, who has been well taught on similar lines to the C.U.B.C. secretary. The Cantabs, too, entered into strict training on Feb. 22 and show great possibilities.

MACAO DELIMITATION.

VICEROY SEEKS ADVICE.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

During the entertainment held at the military training department in honour of Sir Frederick Lugard, H. E. the Canton Viceroy is alleged to have asked his distinguished guest about the delimitation of the Macao boundary and sought his assistance in the successful settlement of this vexed question between Portugal and China, and also in regard to the wiping out of the gambling evil in Canton.

HOME POLITICS.

THE GOVERNMENT'S FOREIGN POLICY.

London, March 9th.—In the House of Commons, in Committee on the Civil Service Vote, Mr. Balfour opened a debate on the Government's foreign policy. He asked what course the Government intended to take regarding the projected branch line of the Baghdad railway to Khanakin, and the continuation of the railway southward from Baghdad, both of which menaced our commercial and political interests. Mr. Balfour also asked Sir Edward Grey to state exactly what instructions had been sent to Mr. Bryce in connection with the reciprocity negotiations. It was perfectly obvious that the relations between American and Canadian commerce would become so intertwined that the larger partner would have every interest to induce the smaller partner to frame her tariff in accordance with the interest of the United States.

Sir Edward Grey pointed out that Mr. Balfour, while in office, found it impracticable to arrange for British participation in the Baghdad railway. Therefore it was not likely, as the enterprise further progressed, that we should find it easier than then. "A branch line from Baghdad to Khanakin was in the original Turco-German concession but we are not so helpless as Mr. Balfour has suggested." Turkey required money and wished to increase the customs duty, which was impossible without our consent. Sir Edward Grey was exceedingly anxious to give that consent, but it was impossible for us to agree if that money was to be used to make a [illegible] British concessionaires.

Sir Edward Grey, referring to the Reciprocity negotiations, said that so far the Government had not sent any instructions to Mr. Bryce, and did not propose to send any, except to approve most cordially of everything he had done. Mr. Bryce had not participated in the negotiations, but had kept in touch with Canadian Ministers, and had neglected no opportunity of reminding them of the necessity of regarding Imperial interests. Such reminders had met with the most cordial response.

THE BIG BANK FAILURE.

GOVERNMENT FUNDS INVOLVED.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

The failure of the Yee Shin Yuen Bank has given no little amount of anxiety to both the officials and merchants here. The Provincial Treasurer, fearing a crisis in the Canton money market, has appointed an official to investigate into the affairs of the insolvent bank.

The appointment is a favourable one, as the official has held similar appointments in the case of the insolvent bank Yuen Fung Yun.

Just a week before the failure of the Yee Shin Yuen bank, the Provincial Treasurer had entrusted it and the Tai Ching Bank with the remittance of some Government funds to Shanghai in favour of the Customs Taotai at the Northern Settlement, the money being connected with the payment of foreign indemnities and interests on foreign loans. The Provincial Treasurer being afraid that the money may not have been remitted to Shanghai, has instructed the Finance Department to furnish him with the items of the foreign indemnities and the interests on foreign loans, so as to facilitate his investigation and to force the insolvent bank to pay up.

Chinese in Manila have complained to the authorities that five attempts were made to fire two houses there recently.

THE MODERN SHIP.

NEW COMFORTS FOR THE TRANSATLANTIC TRAVELLER.

When the new Cunarder, the Franconia, hoisted her Blue Peter there steamed out from the Mersey the largest vessel which has yet been put on the regular service between Boston and Liverpool.

She does not equal the great boats of the same line, the Mauretania and Lusitania, in capacity or speed—though she is likely to develop something of a surprise in her steaming capabilities from all one hears—but in those material comforts which appeal to the ocean traveller she is as well equipped, and her accommodation is expected to exactly meet the requirements of the middle-class American who does not care to compete in the rush for berths in the New York boats.

The prominent feature is the splendid provision which has been made for the second-class passenger. The saloons are as luxurious and yet as cosy as in the first-class on many of the Atlantic liners, and it is hoped to attract quite a new class of traveller.

The modern ship has often been compared in point of luxury and service to the best of the modern hotels. The Franconia may very well be likened to the town house, with all its delicacy of ornamentation and convenience. Here are a few of the things which one finds in this modern ship:—

A grand staircase with wrought-iron balustrading.

Adam's style architecture in all the public rooms.

Deck of the lounge specially levelled for use as a ballroom. Floor laid with [illegible] in Harewood specially imported.

Deck covered with rubber cork tiling laid in panels, which give the appearance of a marble floor.

A large gymnasium, which is a combination of the Aldershot gymnasium and a German therapeutic institute, with a qualified instructor in charge.

A verandah, which stretches across the deck, with stone walls and green treillage, over which ivy is trained; growing plants, which give quite a garden effect. The verandah used as a cafe.

Movable chairs in the dining saloon, giving absolute freedom to passengers.

A separate music gallery.

Electricity has been harnessed to the uses of the traveller in an astonishing variety of ways. For instance, there are:—

Portable reading lamps and fans in the cabins, controllable from the beds.

Food-warmers at all serving tables.

Electric dough-mixing machines.

3,500 electric lamps.

An electric winch for handling baggage.

Sounding line heaved in by electricity.

Electric buzzers instead of bells, to avoid unnecessary noise.

Over 100 miles of cable and wire have been used.

As a matter of fact, the kitchens are to a great extent run by electricity, from the whisking of an egg to the cleaning of boots. The directors of the Cunard Company and the manager (Mr. Mearns) have been entertaining many of their friends on board the ship, and have been receiving very warm congratulations on the enterprise which this all-British company is displaying in its distinctly successful efforts to maintain the British position in the Transatlantic trade. It is probable that next season the Franconia will be utilised for the growing traffic which has developed between Boston and the Mediterranean ports, especially to Egypt in the winter months.

Entries for the lawn bowls singles championship of Hongkong will close on 25th April, at 6 p.m., with Mr. A. Ramsay, hon. secretary, Kowloon.

THE PLAGUE.

The following letter appeared in the "Over Seas Daily Mail":—

Sir,—Why do we not send out thirty or forty officers of the Royal Army Medical Corps and 200 trained N.C.O.'s and men of the corps as an organised body of skilled and disciplined helpers to China in her trouble?

Whatever expense in money was incurred China no doubt would pay, but who could estimate the good effect on the sympathies of the Chinese Government and people which would result? China is to-day completely awake and completely able to appreciate such needed action. Why, then, do we hesitate?

If warships of all nations helped at Messina, why should not the medical corps of the nations help in Manchuria, and especially our own corps?—Yours faithfully,

George J. H. Evatt, M.D.,
Surgeon General (Retired).
Junior U.S. Club, Charles-street, London, S.W.

AMERICAN NEWS.

[VIA MANILA]

Washington, March 21.—President Taft gave an interview to the press yesterday on the Mexican situation in which he announced for the first time the reason for the mobilization of the division of the United States army on the Mexican frontier. The President said that the troops had been called out to maintain neutrality on the border and prevent American sympathizers with the Mexican insurgents from sending them men or supplies and to prevent their bands from taking refuge on American soil. The President further announced that he is to meet in a short time shall direct otherwise and find other means for accomplishing those ends.

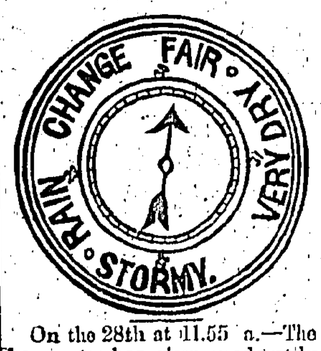
Washington, March 21.—President Taft has announced the appointment of a commission to represent the United States at the Hague Opium Congress. Bishop Charles H. Brent has been named as chairman and Messrs. Wright and Finger as the other members.

GOLF.

At the annual meeting of the Singapore Golf Club on the 20th, Mr. Edlin was appointed President, Dr. Finlayson, Captain, Mr. Mundell, Hon. Sec. and Mr. Procter, Hon. Treas.

The following were appointed to act as a Committee:—The Hon. F. J. Pigott and Messrs. Miles, Campbell, Macphail and Mayson.

The Weather Forecast.



On the 28th at 11.55 a.—The barometer has risen moderately in S. Japan, and fallen over China, particularly in the North.

The depression lying over the N. part of the Sea of Japan yesterday, has moved into the Pacific.

Probably a depression is developing over W. China.

The high pressure area has shifted Eastwards to W. Japan.

The monsoon will probably decrease in strength over the China Sea.

Forecast District.

1.—Hongkong and Neighbourhood, E. winds, fresh; fair.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
Sterling
£1,500,000 at 2/- ...$15,000,000
Silver.....$16,250,000
$31,250,000
RESERVE LIABILITY OF PROPRIETORS.....$15,000,000

COURT OF DIRECTORS:
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C. S. Gubbay, Esq. — H. A. Siebs, Esq.
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MANAGER:
Shanghai—H. E. R. HUNTER.
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Chief Manager.
Hongkong, 1st March, 1911. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
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INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 2½ per cent.
WM. DICKSON,
Manager.
Hongkong, 24th Mar., 1911. [22

CAPITAL PAID-UP ... Tls. 21,000,000
RESERVE FUNDS ... „ 16,660,000

Head Office.—YOKOHAMA.

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TOKIO.	HANKOW.
KOBE.	TIENTSIN.
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NAGASAKI.	NEWCHWANG.
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HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4 per cent. p.a.
„ 6 „ ...3-1/2 „ „
„ 1 „ ...2-1/2 „ „
TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000
HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.
LONDON BANKERS:
BANK OF ENGLAND.
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BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 3 „ „
GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Feb., 1911. [19

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 486

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at $3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 24th Jan., 1911. [11

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:
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Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHEIDT,
Manager.
Hongkong, 16th Mar., 1911. [2

Insurances.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Com- Income for Year ... 3,555,[illegible]
Insurance Fund..... 8,916,812.00

LEFFERTS KNOX, Esq., District Manager. / B. W. TAPE, Esq. District Secretary. } Hongkong, Canton, Macao and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.
Hongkong, 26th Jan., 1911. [810

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—of—
AMSTERDAM AND BATAVIA.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,
Hongkong, Canton & Swatow.

WING KEE & CO.
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SHIPCHANDLERS,
PROVISION & COAL.
MERCHANTS.
Hongkong 23rd Mar., 1911. [990

JUST UNPACKED
A New Consignment of
ARTIFICIAL WREATHS
in
PATENT DOME CASES.
Simple, Strong, and Effective.
ALL SIZES—MODERATE PRICES.
C. E. Warren & Co.
30 & 32, Des Vœux Road, Central.
Hongkong, 4th Mar., 1911. [874

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

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FOR	STEAMER	TO SAIL ON	REMARKS.
SHANGHAI	DELHI..... Capt. G. W. Gordon, R.N.R.	5 P.M., 30th Mar.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	DEVANHA..... Capt. H. Powell.....	Noon, 1st April	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	PALAWAN..... Capt. C. R. Longden, R.N.R.	About 5th April.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SICILIA..... Capt. C. W. Watkins, R.N.R.	About 8th April	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	BORNEO..... Capt. W. H. S. Hall ...	About 19th Apr.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th March, 1911. [4

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager. [25
Hongkong, 5th February, 1909.

GRAND HOTEL,
No. 2, Queen's Road Central,
Telephone 197.

A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT

Special rates for families on application.
F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor
N. BLUMENTHAL, Manager
Telephone, 170 Telegrams "Astor." [21

HOTEL CRAIGIEBURN.

PLUNKET'S CAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.
Hongkong 22nd July, 1910. [27

OPEN AIR SKATING RINK
AT
BELLE VIEW HOTEL.
Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.
Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4.30 p.m. to 11 p.m.

W. GALLAGHER,
Manager.
Hongkong, 11th March, 1911. [25

Correspondence Invited. HARRIS & HIBBERD. Props.
BAGUIO HOTEL.
The Mountain Capital's New and Modern Hotel
BAGUIO, PHILIPPINE ISLANDS.
Hot and Cold Baths. Excellent Cuisine.
Running Water in Each Room.
LIVERY STABLE and GARAGE IN CONNECTION.
Rates 5 and 6 Pesos per Day. Special Monthly Rates. [902

Intimations.

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LIMITED.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Ecott's, A.I., and Watkin's.
DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length...515 ft.	Docking Length...375 ft.	Docking Length...481 ft.
Width of Entrance 80 „	Width of Entrance 52 „	Width of Entrance 63
Water on Blocks.. 28 „	Water on Blocks... 26 „	Water on Blocks.. 21.5 „

Mooring basin 600 feet by 190 feet by 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats. floating derrick to lift 45 tons pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—
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196 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 78,943 square yards or 15.16 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.
Yokohama, October 13th, 1910. [32

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
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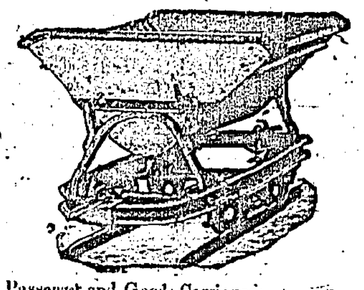
ESTABLISHED 1864.

Hongkong, 16th January, 1911. [2

ORENSTEIN & KOPPEL,
BERLIN, LONDON, CALCUTTA, &c.
Manufacturers of
PORTABLE and PERMANENT RAILWAYS,
Materials of every description for full size and small gauge Railways,



Locomotives, Passenger and Goods Carriages.
Rails of various gauges as well as Track, Switches, Turntables.
Tipping Cars, Bogies, Signals, &c., &c.
Also Implements and Tools for Railway Construction and other purposes.
Always in Stock at Shanghai and Hongkong.
GENERAL AGENTS FOR CHINA: SIEMSSEN & CO., Machinery Dept., Hongkong and Canton.
38]

WEISMANN, LIMITED.
BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vœux Road Central.
Hongkong, 6th March, 1911. [197

N. LAZARUS,
OPTHALMIC OPTICIAN,
Prescriptions Accurately Filled.
Corner D'Aguilar Street and Queen's Road. [929

A PERNICIOUS SYSTEM.

THE INFORMER AND THE OPIUM TRAFFIC.

The "Leading Light" has on more than one occasion taken up the cudgels on behalf of the Captains and owners of ships fined for having smuggled opium on board, and the following sane remarks on the pernicious system of rewarding the informer of such smuggled goods will appeal to all who have knowledge of this question. The "Leading Light" says:—

It has been pointed out before that this system of rewarding the informer with a large portion of the value of the find is a direct incentive to successful smuggling unless it be made a condition that he should also give such information as will lead to the conviction of the culprits, since the smuggler can use this method of insuring himself against total loss by discovery through giving information when the difficulties of landing the contraband are too great.

In this way a smuggler who finds that the watchfulness of the officers of the vessel makes it too risky to attempt landing the opium, has it in his power to avoid the loss of his whole investment by giving information to the authorities and claiming the informer's portion, having beside the satisfaction of seeing the ship fined for throwing obstacles in the way of his illicit traffic.

In these circumstances it might be thought wiser for the executive of the ship, should they suspect that opium is being smuggled, to say nothing and facilitate its being taken on shore since, should they attempt to unearth it and be unsuccessful, there is a very good chance of the smuggler abandoning the attempt to land it and, by turning informer, save a portion of his outlay and, at the same time, repay the officers for their unwelcome attentions. The system is a delightful one so far as the smugglers and informers are concerned, but seems hardly in keeping with that justice and equity that is the boast of all civilized peoples.

GERMANY AND KIAO-CHOW.

A telegram from Berlin states that the Reichstag on 17th inst. passed the second reading of the Kiao-chow Estimates. While all the speakers recognised the favourable development of the protectorate, the Socialists demanded that the territory should be returned to China.

Admiral Von Tirpitz, Secretary of State for the Navy, said there was no possibility of warlike complications in consequence of the leasing of the Kiao-chow peninsula. The vast majority of the Chinese were convinced that Germany—unlike what may perhaps have been the case with certain other nations—was not intent upon conquests. The Chinese, too, were of opinion that German civilisation was better fitted for them than that of other European nations.

The Admiral added that by the surrender of Kiao-chow Germany would surrender her whole political position in China. Proceeding, Admiral Von Tirpitz observed that Hongkong to-day cost still more in state subsidy than Tsingtau, and yet a Bill introduced in the British Parliament for abandoning Hongkong would have no chance of being passed. Moreover, Tsingtau was the best harbour on the Chinese coast.

[The statement as to Hongkong is inaccurate as to its cost to the Imperial Government. The question of how China looks on the lease of Kiao-chow is probably debatable.—Edit. L. and C. E.]

Captain K. E. Warden, K. O. Y. L. I. has been granted a month's leave.

Several well-known British artists have offered to assist in preparing a scheme for the decoration of the route to be taken by the coronation procession.

The anarchist who murdered the man whose body was branded with the letter "S" has been condemned to death. The trial excited intense interest and was full of sensational incidents. In the final scenes the murdered man's brother made an attempt in the London Court room to assault Counsel for the prisoner.

SPORT.

NEXT SATURDAY'S GYMKHANA.

Annexed is the list of entries for the Regimental race meeting to be held next Saturday at Happy Valley:—

	Stone lbs.
Mr. Jervois G. Gozo	12—7
Capt. Agg's d. Dorando	12—7
Mr. De Hoghton's G. Polar Bear	12—7
Capt. Boulton's b. Tokio	12—7
Capt. Hughes' dkg. Rebate	12—7
Mr. Day's Ch. Shamrock	12—7
Mr. Bradley's g. Jorrocks	12—7
Mr. Bradley's g. Xerxes	12—7
Capt. Warden's w. Moonbeam	12—7

April Fool Stakes.

	hds.	in.	St.	lbs.
Mr. Duddell's blk. Dorando, II. (late pet rose)	13—0	11	—	8
Mr. Johnstone's b. Rejected	13—0	11	—	8
Mr. Bishop's b. Sunny Jim, (late O. B.)	13—0	10	—	5
Mr. Ross' g. Tomahawk	13	1	11	1
Maj. Withycombe's g. Ben Hee	13—1	11	—	1
Mr. O.K.'s d. Mombassa, (late Highland Tarn)	13—0	10	—	12
Mr. Forrest's br. Just in Spite	13—1	11	—	11
Mr. Cymru's s. Dyllwn (late Llama Chief)	12—3	10	—	9
Mr. Gilpin's g. Caprice	12	3	10	9
Mr. Ching's g. Urgent	13—0	10	—	5
Messrs. Lowe and Hickman's g. Kongsi, (late Java King)	13—0	10	—	12

Coronation Plate.

Messrs. Lubbock & Noble's g. Alacrity	12	3	11	9
Mr. Macedo's n.g. Inca	13	0	11	8
Mr. Black's w. Dusal	13	0	10	12
Capt. Dwyer's g. Tralee	13	0	10	12
Mr. Johnstone's g. Auchendolly	13	0	11	8
Maj. Withycombe's g. Tregoa	13	0	10	12
Mr. O.K.'s blk. Donau	13	0	11	8
Mr. Cymru's g. Jack Spraggon	13	1	11	1
Mr. Gilpin's m.g. Mustard	13	0	11	8

Regimental Stakes.

Mr. Jervois' g. Iola	13	0	11	5
Mr. Law's w. The Ramp	12	3	11	2
Mr. Bradley's s. Xerxes	13	1	11	8
Mr. Bradley's s. Jorrocks	13	1	11	8
Capt. Boulton's b. Tokio	13	2	11	11
Mr. Thorp's br. Bintang	13	1	11	8
Major Withycombe's g. Ben Hee	13	11	11	8
Major Withycombe's s. Tregoa	13	0	11	5
Capt. Hughes' dkg. Tickey	13	1	12	1

The Yorkshire Cup.

Mr. Duddell's blk. Dorando II (late pet rose)	13	0	11	5
Mr. Johnstone's ch. Discarded	13	0	11	5
Mr. Macedo's ng. Inca	13	0	10	12
Mr. Ross's g. Tomahawk	13	1	11	1
Mr. Johnstone's b. Rejected	13	0	11	5
Mr. O.K.'s d. Mombassa, (late Highland Tarn)	13	0	10	12
Mr. Kadoorie's Arcadian Chief (late Just in Fun)	12	3	11	2
Mr. Gilpin's g. Caprice	12	3	10	9

The Handicap.

Mr. Black's w. Dusal	13.0
Messrs. Lubbock and Noble's s. Alacrity	12.3
Mr. Jervois' s. Iola	13.0
Capt. Dwyer's s. Tralee	13.0
Mr. Johnstone's s. Auchendolly	13.0
Mr. Bishop's b. Sonny Jim (late O. B.)	13.0
Mr. Law's w. The Ramp	12.3
Major Withycombe's s. Tregoa	13.0
Capt. Hughes' Dkg. Tickey	13.1
Mr. O.K.'s blk. Donau	13.0
Mr. Cymru's g. Jack Spraggon	13.1
Mr. Humphrey's s. Seaweed	13.0
Mr. Gilpin's mg. Mustard	13.1
Mr. Ching's g. Urgent	13.0

KOWLOON RACES.

WEIGHTS FOR HANDICAP 5 FURS.

	st lb
Alacrity	11.10
Auchendolly	11. 6
Donau	11. 6
Mustard	11. 2
Tickey	11. 0
Uyen F.	10.12
Dusel	10.11
Tregoa	10.11
Iola	10. 6
Seaweed	10. 6
The Ramp	10. 4
Jack Spraggon	10. 2
Tralee	10. 2
Sonny Jim	10. 0

RECEPTION AT CANTON.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, March 25.

Sunday the Consular body at Shameen was invited to luncheon by His Excellency the Canton Viceroy at the military training department. The Viceroy was assisted in entertaining the guests by His Excellency Admiral Li Chun, Diplomatic Commissioner Li Ching Fun, Taotai Woi Han, ex-director of the Canton-Kowloon Railway, the officials attached to the miltary training department, and other officials connected with foreign affairs. The hall where the party gathered was tastefully decorated for the occasion with beautiful floral designs and colours representing various nations. A military band gave selections of airs, and greatly enlivened the proceedings, which were terminated by the photographing of the group.

A STRANGE VOYAGE.

DERELICT LIGHTERS DRIFT 1,150 MILES.

The remarkable voyage of the two lighters, which were built at Shanghai in October last and which, after twice breaking adrift from the tugboat, eventually drifted down to Singapore, furnishes a striking example of the prevailing drift of winds and currents in that part of the sea that makes it well worth while attempting to follow their course. It was anticipated that the last had been heard of the unfortunate lighters when, lo! on March 10, came the news that one of them had been picked up by a steamer 150 miles from Singapore, while reported to have been discovered, high and dry, but undamaged, on the coast of the Malay Peninsula inside of Pulo Aor and about seventy miles north of Horsburgh Light, at the entrance of Singapore Strait. The lighters had thus completed the greater part of the journey at the mercy of the wind and sea without guidance. A further coincidence was the fact of the news of their safety having come two or three days before the amount of their insurance fell due after their having been more than three months lost to human ken.

It is probable that in their remarkable journey of 1,500 miles, the two lighters drifted before the strong north-east wind from the point where they broke adrift to the Macclesfield Bank, a distance of some 450 miles.

Leaving the Paracels they must have got into the south-westerly set that makes strongly past Padaran and once clear of Cecir de Mer, would have had comparatively open sea until in the vicinity of the Anambas, where one lighter was picked up. The other probably took a more westerly course and passing inside of Tricoman Island, landed on the beach in fairly sheltered waters, being thus preserved from damage.

It is little short of marvellous that these unwieldy craft should have threaded their way, driven hither and thither by every change in the winds or currents, through the intricate passages between the islands that strew this part of the China Sea without coming to grief.

The distance covered by the one that was cast ashore is, roughly, 1,450 miles and the time taken eighty-eight days, which gives an average speed of nearly seventeen miles per day, or three-quarters of a knot per hour. The lighters, in their journey, must have crossed the frequented track of steamers between Manila and Hongkong, and after leaving the Paracels, must have drifted in or very near to the track of the large passenger boats coming up from Singapore—"Leading Light."

Intimations.

MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Nowa-days they call this condition by the learned name of Anæmia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas! how many break down at this critical period the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PEPTARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anæmia, Scrofula, Rickets and Poor Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. There is no doubt about it. Sold by chemists.

2

HONGKONG SCHOOLS' ATHLETIC SPORTS, 1911.

THE ANNUAL MEETING will be held on the Race Course, April 24th, commencing at Noon, the Heats being run off on the 22nd.

There will be the usual events for Old Boys, entry forms for which, together with fees of 50 cents for each race, should be sent in not later than April 1st to the

HON. SECRETARY,
Diocesan Boys' School.

Hongkong, 13th Mar., 1911. [1090

LOST.

On Sunday, March 26th, between Kowloon Ferry, A GOLD CHAIN BRACELET with CRYSTAL PENDANT. Reward given to anyone returning same to

A. W.,
C/o "Telegraph."

Hongkong, 27th Mar., 1911. [1001

STEAM LAUNDRY CO.

YAUMATI.

Established 1899.

THE only successful Steam Laundry in the Far East. **The only Laundry in the Colony under European Supervision.**

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K32.

R. WOOD,
Manager.

Hongkong, 1st Mar., 1911. [931

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.

Hongkong, 19th March, 1908. [41

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING & ENLARGING.

19, Queen's Road. [863

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.
18, D'AGUILAR STREET, HONGKONG.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.	To sail on
JESSELTON, KUDAT and SANDAKAN	"BORNEO" ..... Capt. F. Semlilli ..... (T. 5,050)	SATURDAY, 1st April, at 9 A.M.
KOBE & YOKOHAMA	"PRINZ WALDEMAR" ... Capt. F. Iseke ...6,100	About TUESDAY, 4th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" ..... Capt. B. Wellschni ..... (T. 17,300)	WEDNESDAY, 5th April, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG" ..... Capt. F. v. Binzer. ..... (T. 18,300)	About WEDNESDAY, 5th April.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR ..... Capt. F. Iseke ..... (T. 6,100)	SATURDAY, 22nd April, at Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG.

Hongkong, 23th March, 1911. (7

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE
BETWEEN
THE FAR EAST & EUROPE.
via DAIREN.
WINTER SCHEDULE.

(EFFECTIVE) SERVICE, composed of excellently equipped Sleeping Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saiki Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares						
$10	Shanghai (Steamer) ...Lv.		Thurs.	Sun.		
	Dairen (")...Ar.		Sat.	Tues.		
Y14.95	" (S.M.R. Train) Lv.	6.00 p.m.	Sun.	"	Thurs	Fri.
	Mukden (")Ar.	2.45 a.m.	Mon.	Wed.	Fri.	Sat.
Y11.50	" (")Lv.	3.00 "	"	"	"	"
	Changchun (")Ar.	9.55 "	"	"	"	"
R 9.60	" (Russian Train) Lv.	11.35 "	"	"	"	"
	Harbin (")Ar.	7.25 "	"	"	"	"
Connecting at Harbin with			State Express for Moscow	Wagon Lits for Moscow		State Express for St. Pet'g.

SOUTH BOUND.

Connecting at Harbin with			State Express from St. Pet'g.	State Express from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train) Lv.	7.50 p.m.	Mon.	Wed.	Fri.
	Changchun (")Ar.	6.10 a.m.	Tues.	Thurs.	Sat.
Y11.50	" (S.M.R. Train) Lv.	7.00 "	"	"	" Sun.
	Mukden (")Ar.	1.46 p.m.	"	"	" "
Y11.50	" (")Lv.	2.00 "	"	"	" "
	Dairen (")Ar.	10.30 "	"	"	" "
Y40.00	" (Steamer)Lv.	Noon	Wed.		Sun.
	Shanghai (")Ar.		Fri.		Tues.

Supplementary Charges on DAIREN—CHANGCHUN Service.

EXPRESS EXTRA FEE .....Y3.00 SLEEPING CAR SUPPLEMENT.....Y5.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add. "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.
Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed., A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD

Hongkong, 20th January, 1911. [785

Public Companies

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on MONDAY, the third day of APRIL, 1911, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed:—

(1) That Article No. 80 of the Articles of Association of the Company, which now reads:

"As remuneration for their services the General Managers shall retain or be paid out of the funds of the Company a salary at the rate of Seven thousand Two hundred dollars per annum; and a commission of five per centum on the net profits of the Company in every year in which the net profits shall amount to seven per centum of the capital of the Company"

be amended by eliminating therefrom the words

"in which the net profits shall amount to seven per centum of the capital of the Company"

in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—

"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two thousand Five hundred dollars for each year that the net profits amount to seven per cent. of the capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"

be struck out and that in lieu thereof the following Article be inserted:—

"Article No. 92

"Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five hundred dollars per annum."

(3) That Article No. 101 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—

"Article No. 101.

"All dividends unclaimed for one year after having been declared by the General Managers for the benefit of the Company until claimed, and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall bear interest as against the Company and a dividend shall not be deemed a specialty."

(4) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby effected shall be deemed to have been effected and to have come into force as on the first day of January, 1910.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions at a second Extraordinary Meeting which will be subsequently convened.

Dated this twenty-fourth day of March, 1911.

By Order,
JOHN D. HUMPHREYS & SON,
General Managers.

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F. P. DANENBERG,

The Royal Aerated Waters Manufactory Company, Limited.

NOTICE is hereby given that the FIRST ORDINARY MEETING of the above Company will be held at Messrs. Harry Wicking's Office, St. George's Building, on THURSDAY, the 30th day of March, 1911, at 4.30 p.m., for the purpose of complying with Sec. 90 of the Companies Ordinance of 1865.

Hongkong, 23rd Mar., 1911. [989

Public Companies.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m., on TUESDAY, the 28th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 28th March, both days inclusive.

THE CHINA-BORNEO CO. LTD.
W. G. DARBY,
General Manager.

Hongkong, 9th Mar., 1911. [952

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 22nd March, 1911. [985

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m. for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 22nd March, 1911. [986

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.
利廣隆公司
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened the FURNITURE STORE
at
No. 50, DES VŒUX ROAD CENTRAL,
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

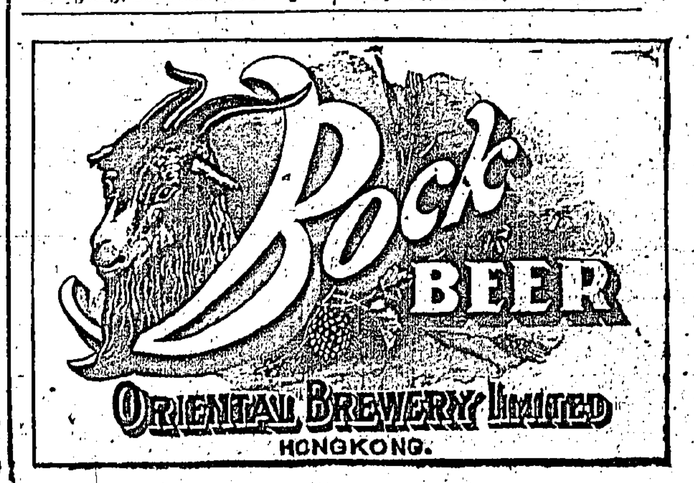
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.
13th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 8th August, 1908.



Intimations.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE AND FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LD.

DEATH.

GREEN.—At 15 Knutsford Terrace, Kowloon, at 8 p.m. on the 27th inst., DAPHNE ELIZABETH, aged 8 years, the beloved daughter of Samuel and Elizabeth Green. Shanghai papers please copy. [1004

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph
Hongkong.

A. B.C., 5th edition
Western Union.

THE
Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 28, 1911

ALL BRITISH SHOPPING.

"Display, push, sell nothing but British wares!" That is the commercial war-cry throughout the British Isles to-day, and will be until March 1. The "all-British shopping week" began yesterday, and in every important town in England, Ireland, Scotland and Wales the manufacturing virtues of John Bull will be advertised. The aim of the movement, which owes its inception to the Union Jack Industries League, is not in any way to boycott foreign—goods, but to interest the people in the home-made article and induce them by showing them its virtues to buy only the article of British or Colonial make. People will have every opportunity of learning what England really makes and why we consider our national products better and cheaper than foreign imitations. The shopping week is being supported generously by both political parties, and it should have a most beneficial effect upon our trade. The manufacturers of the world put forward their best energies to capture our market, as they have, of course, every right to do. We have thrown our ports open to the foreign competitor, we have plenty of money to spend, and he would be foolish if he did not take advantage of his chances. But, at the same time, it may be well for English consumers to remember the claims of our own manufacturer. He does not ask his countrymen to buy because of charity or even altogether because of patriotism. He rests his claim on the quality, the cheapness, and the durability of British-made goods. This is what the all-British shopping week is going to show. It is a great advertising scheme, not for any one particular house, but for the manufacturing virtues of John Bull.

Among the important towns that are holding this all-British week are Liverpool, Manchester, Middlesborough, Leicester, Nottingham, in the north and Midlands; Bristol, Cardiff, Cheltenham in the west country; Eastbourne, Plymouth, Southampton, Portsmouth in the south; while nearer London are Southend-on-Sea, Faversham, Windsor, and Lewisham. The county capitals in Ireland, Wales and Scotland are also in the movement. Some idea of the probable effects of this great advertising scheme may be had from the fact that were an all-French week held in Paris it would lead to the closing of all the hosiers shops in that capital by reason of the popular demand for British-made goods on the continent. This would be a very satisfactory thought that within his own borders no Briton were inclined to decry his own products. But the shopping week will display to him the same goods that he goes out of the country to buy, and the executive committee of the London Week, which includes such well-known houses as John Baker and Son, Harrods, Harvey and Nicholls, Henry Heath and Co., Liberty, Marshall and Snelgrove, Robinson and Cleaver, Shoolbred and Whiteley, state that a surprise is in store for most purchasers by reason of the variety and quality of our products. It is hoped that the movement will spread throughout the Empire, and, while anything in the nature of boycotting is being discouraged by the committee, it is certain that a great impetus will be given to British trade. Whatever the result, the utmost enthusiasm prevails at home over this all-British shopping week, to which we in this far flung outpost of Empire will wish every success.

HONGKONG DAY BY DAY.

H.M.S. Cadmus arrived in Hankow on the 17th inst.

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The s.s. China (Captain Rice) come out of dry dock yesterday.

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Harmston's circus was expected to arrive in Singapore on Sunday.

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Mr. Pierce, of 59, Queen's Road, is invited to attend the "Telegraph" office.

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William Douglas, an unemployed engineer, was found dead in bed at Shanghai on the 21st.

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The Bandmann Opera Company are prolonging their stay in Singapore for another week.

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Mr. and Mrs. J. H. Dollar returned here yesterday from Manila, and proceed shortly to the north.

We understand the Pacific Mail Company are pushing ahead with the plans for some new big ships, similar to the commodious "George Washington."

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When the Orvieto entered Colombo on the 11th instant, she had to report the death of a first-class passenger—Captain J. Halfpenny—who succumbed to an attack of malarial fever on the 7th, between Suez and Colombo.

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The funeral of the late Mr. E. I. Ellis took place at Happy Valley yesterday afternoon. The Chief Rabbi officiated at the graveside, where a large number of sorrowing friends were present to see the mortal remains of the deceased interred.

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At the P.W.D. offices yesterday afternoon inland lot No. 1876, situated below Kennedy Road, was put up for sale by public auction and fetched a price of $1,776, being $20 in advance of the upset figure. Mr. U Hang Shing was the purchaser.

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We have received from Mee Cheong a photograph of His Excellency Sir Frederick Lugard, taken in the company of H. E. Cheung, the Viceroy of Canton, during the former's recent visit to Canton.

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We have received from the Mitsu-Bishi Company neatly got-up books dealing with their various departments, and an illustrated brochure which gives one an excellent idea of the Nagasaki and Kobe dockyard and engine works.

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News has reached Shanghai of the death in the home lands of another old and well-known Shanghai hand, Mr. Archibald Shearer, late of Shanghai and Hankow. The deceased was an engineer, about 53 years of age.

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Mr. A. H. Hatherly, of Messrs. Butterfield and Swire, and a popular member of the Light Horse Troop, S.V.C., Shanghai, has been transferred to Swatow. He will be greatly missed from the cricket and football fields, in which sports he took a keen interest.

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about to ... service between Hongkong and Tamsui. In future instead of running direct between these two ports, its steamers will also call at Canton. The new service will be inaugurated by the Soshu Maru on Friday next.

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Return of visitors to the City Hall Library and Museum for the week ending the 26th March, 1911:—

	Library	Museum.
Non-Chinese	495	181
Chinese	183	2,469
Total	678	2,650

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The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—Soares & Co. $10; Sing On & Co., $10; E. Niedhardt, Esq., $5; Barretto & Co., $5; Bismarck & Co., $5; Sennet Freres, $5; J. W. L. Bonnar, Esq., $5; R. S. Percy, Esq., $5; B. Brotherton Harker, Esq., $5; W. A., $5; Dr. W. H. Chaun, $5.

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Owing to a new main being connected to the water supply system, in the neighbourhood of Causeway Bay, it is notified by the Water Authority that the supply will be shut off in Yee Wo Street east of Pennington Street and all properties east of Caroline Road up to and including Belle View Hotel from 12 o'clock noon on Wednesday, 29th inst., until 6 a.m. on Thursday, 30th instant.

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A large number of friends gave Captain David Baird, the marine superintendent of the Bank line, a hearty send-off to-day. Captain Baird relieved Mr. McBride as marine superintendent about nine months ago, and has been distinctly popular. He left the sea two years ago and opened business as marine superintendent in Seattle and has now decided to return there to start business on his own account. The Bank line's launch was well filled to-day with friends who wished him well, and crackers galore were fired in his honour.

THE NORTHERN TERRITORY.

AN AUSTRALIAN PIONEER ON ITS PROSPECTS.

CHINESE LABOUR NEEDED.

Mr. William Lawrie, buffalo hunter and Australian pioneer, is at present in Hongkong on a short visit, and his fame having preceded him, the "Telegraph" interviewed him to-day on the subject of Australian expansion.

For more than half a century this rugged pioneer of our finest colony has fought the wilderness, and to-day he counts his possessions by thousands of square miles and his interests extend from Port Darwin throughout the East to London.

Mr. Lawrie has spent most of his life in the Northern Territory of Australia, that great country where it is said no white man can prosper. He has disproved that dictum, and, now a rich man, a man of importance, power and potentiality, he declares that great wilderness to be in crying need of the sons of the flag who do not fear to "rough it."

Rich in minerals, in pasture land and timber, a square mile of the Northern Territory can be bought for a shilling—for twelve pennies! But it needs cheap labour, and with more than forty years of experience to back his opinion, Mr Lawrie declares that Chinese is the best. The Territory is potentially a great producing centre, but, since the present Government of the Commonwealth has seen fit to fix the wage of a labouring white man at ten shillings a day, its riches lie fallow and its pioneers cannot develop their huge holdings as they desire.

"The Chinaman," said Mr. Lawrie, "is industrious, peaceable, law-abiding. He is the finest labouring asset the Territory ever had. With him in my employ there is no natural product of that great country I could not develop. I own many miles of land but white labour is beyond my purse, or any man's purse, and the country is crying out for workers." ... sand owners are needed for the land," he said. "I would like to see the Territory parcelled out among young Britons willing to work—and they would have to work hard—employing cheap labour—that is, cheap from the Australian point of view—and capable of taking a broad vision of the potentialities of their holdings. We, the pioneers, do not need nor desire the huge properties we own. We cannot develop them no matter how great our desire. What we want are neighbours, men who will back us, lead us, if you like, in producing a land flowing with milk and honey from a waste.

"Opium? Oh, yes, our Chinese smoke opium. But I would far rather see them using the drug than taking the 'square face' which our anti-opium law is making popular amongst them. That is a curse if you like, whereas, and I believe high expert authority says the same, opium does them little harm and never results in law-breaking.

"Of course, naturally, I would rather employ white labour than coloured, but while the conditions in which we live in the Territory are as they are it is absolutely impossible to open the country to the men who in every part of the Empire are crying out for work. Legislation, that ostensibly and in all good faith has been made for the benefit of the workingman, is depriving him of his chance in a region of great wealth, a region that needs him as he needs it, and a region that if Australia is ever to be the country of her promise must be developed."

Port Darwin, Mr. Lawrie's home, is only five days from Zamboanga, and he is convinced that a valuable trade might be built up between there and the East generally. Were the country split up into small holdings, were cheap labour possible, and if the Government of the Commonwealth saw to it that artesian water was literally "on tap," the Northern Territory could supply this market with dairy produce and meat at a marvellously low rate.

"The frozen meat trade alone," said Mr. Lawrie, "would make the fortune of any man. It is not now possible to develop it as it deserves, because of the dearness of labour, but if half a dozen owners of comparatively small holdings were to band together and erect a freezing plant, we would have a huge export trade to the East, and the East would benefit by the consumption of the best meat the world has yet produced.

"Give us landholders first, then give us the labour our struggling prosperity can employ, and we will give you a land of which every Briton may be proud."

LATEST MAIL NEWS.

[VIA CEYLON.]

London, March 8.—Reuter wires from Washington that there are conflicting reports as to the mobilisation of American troops on the Mexican frontier. They have arisen, it is believed, because the conditions in Mexico are less satisfactory than is pretended. There are persistent reports that the physical condition of President Diaz has lately alarmed his friends; moreover, the frontier, which is infested with Mexican revolutionists, needs watching. A telegram from Los Angeles states that nine destroyers have sailed for San Pedro. Three cruisers follow to-day.

The King has commanded a dramatic entertainment at Drury Lane on May 17th in honour of the German Emperor and Empress. The same programme as at the Coronation gala performance at His Majesty's Theatre will be gone through.

London, March 8th.—The latest bulletin regarding Lord Crewe states that His Lordship passed a quiet night, and shows distinct improvement.

London, March 8th.—In the House of Lords, Lord Morley, replying to Lord Selborne, said that it was undesirable to publish the opinions of the Admiralty as to the effect of the Declaration of London upon the conduct of a British naval war. Such a statement would be equivalent to informing a possible enemy how the Admiralty would use the powers of—blockade, etc., to attack the enemy's commerce. The general Morley added, and above all Lord would be small and inconsiderable.

London, March 8th.—The West Australian Mines Department has received a report of a find at the Yilgarn goldfields of a lode ten feet wide—the walls not reached—which assays from 2½ to 8½ ounces, averaging 4 ounces.

MORRISON, OF PEKIN.

I called at his flat in Victoria-street last week to wish good-bye to Dr. Morrison, the famous Pekin correspondent of "The Times," who is now on his way back to the Far East after some months in London. Dr. Morrison is going through the plague district in Manchuria. Before leaving England he expressed himself hopefully about the outcome of the new reform movement in China. When one talks to him on this he dwells not so much on the outward spectacular sides of the movement—the coming of railways, schools, Western education, electric light, and modern armies—as on the deeper transformation. He believes that in China, the land of the Boxer trouble, the feeling to-day towards our people is one of general good will. He told me that in every part of the Empire through which he has travelled during the past few years he has met with nothing but kindness from all classes. In Pekin, where fewer than eleven years ago the Legations were besieged, we now have a grand hotel, fine avenues, a modernised police force, motor-cars, many newspapers, and the first attempts at parliamentary government. Europeans are as free from insult in Pekin as in Oxford street. Dr. Morrison is not blind to the dangers that surround the profound changes now coming over Chinese life, but he is hopeful in spite of them. He believes that now is the time for our country to show her sympathy towards new China. He goes back to Pekin at a time of uncertainty. The boldest among us would not like to say what will happen around the Yellow Sea within the next year.—"Overseas Daily Mail."

A GOOD RECORD.

Inspector John T. Cotton, who has just retired from the Hongkong Civil Service after 25 years' work in the Colony, has a splendid record to his credit. He joined the prison staff in March, 1886. In the following year he resigned from the Government service but rejoined in 1893 and in 1895 joined the Sanitary Board staff as inspector. In 1899 he was made Inspector of Markets and in January, 1902, he was appointed 1st class Inspector of animal depots and the slaughter-houses, Kennedy town. From September, 1907, till January, 1908, Inspector Cotton was on half-pay leave, and he has now been invalided out of the service on pension.

Previous to coming to this Colony, the Inspector had seen service in the Army. He enlisted in the 14th Regiment of Foot (West Yorks) in 1879 but he purchased his discharge shortly afterwards and joined the Royal Regiment of Artillery, Sheffield Field Battery, and was selected for the rough riding establishment at Woolwich, where he passed the rough riding course and also qualified as a veterinary farrier, after which he was transferred to the Royal Horse Artillery at Woolwich. In 1883, Inspector Cotton had the misfortune to meet with a serious accident to his left leg and he was in consequence transferred to the Garrison Artillery at Portsmouth. In the same year he embarked for Hongkong, where he purchased his discharge in 1886 to join the Colonial service.

In the Yeomanry and Volunteer services, Inspector Cotton has taken a life-long interest. Before joining the Army, he was trumpeter in the York County Mounted Yeomanry. In 1896 he joined the Hongkong Volunteer Corps Field Battery with the rank of corporal wheeler and in 1899 was promoted to the rank of company quarter-master sergeant. He remained in the corps till 1904.

Besides his service in the Colony, Inspector Cotton also worked for some years on the Imperial Chinese Customs. He joined the Canton staff and was soon afterwards promoted and sent to Pakhoi where he was specially employed Commission in 1888, under Mr. James Hart, brother of Sir Robert Hart. In 1889 he was transferred to Hoihow where he assisted in the harbour survey. In the following year he was married, being the first Britisher to get married in the port. In 1892 he was transferred to Hankow where he resigned from the Customs service and opened a hotel—the first European hotel to be established in the city—and unfortunately it was burned to the ground a few months later. In 1893, the Inspector took up business in Hongkong and Canton as a tea merchant but gave it up very soon on account of the Indian competition, and after a short while in the employ of Messrs. Danby, Leigh and Orange, he was given the appointment of assistant manager, Pengerang Coffee Plantation, Johore. Owing to ill health, however, he resigned that position in 1894, and returned to Hongkong to recruit, obtaining an appointment in the Sanitary Department.

We believe that Inspector Cotton intends to establish himself in business in Hongkong as a cattle, sheep, swine, fresh meat, provision merchant and commission agent, and as he has been employed in connection with the food supply for the Colony for over twelve years, he is fully qualified to undertake with success the business which he is about to set up.

CORONATION FLOWER.

In order to assist the cause of amateur gardening, the London "Daily Mail" is offering a prize of £1,000 for the best bunch of sweet peas—grown by an amateur in the British Isles. The bunch entered for the competition is to consist of not more than twelve spikes or sprays and not fewer than three varieties.

A special show will be held in London during July, at a date to be fixed presently, at which the £1,000 prize will be awarded. Second and third prizes of £100 and £50 respectively and 1,000 medals will also be given.

COMPANY MEETING.

CHINA BORNEO CO., LD.

The eighth ordinary meeting of shareholders in the China Borneo Co., Ld., was held this afternoon in the Company's offices, St. George's Buildings. Mr. J. W. C. Bonnar presided, and there were also present Hon. Mr. E. Osborne, Sir Paul Chater, Messrs. W. D. Darby (general manager), W. D. Jupp (local manager), F. M. Crawford, D. Clark, K. Sayce, C. J. Mackie, A. Donison, A. E. Griffin, Dr. Fitzwilliams, Messrs. A. O. Lang, E. Raymond, H. W. Kennett, and A. G. M. Silva.

Mr. W. D. Jupp having read the notice calling the meeting,

The Chairman said—Gentlemen,—The report and accounts have been in your hands for some days and with your permission we will take them as read. I am pleased to say that the results compare favourably with those of the previous year and they have enabled us to recommend the payment of a dividend at the rate of $1.00 per share as against 60 cents per share last year and, at the same time, to provide an adequate amount for depreciation. The various items of the accounts call for little comment from me but you may have noticed that the amount due under the heading "Sundry Debtors" shews a considerable increase. This is mainly due to the proceeds of various shipments of timber made to our London Office not yet having been remitted to us. As stated in the report we have utilized our Reserve Fund of $40,000.00 to write down the book value of the Hongkong Saw Mills. The mill-buildings and plant are in good order and repair but your Committee considered a special depreciation to be desirable as, in their opinion, the property was standing at too high a figure. We consider that this transfer, which is only a book entry together with the provision for depreciation made out of the profits for last year will reduce the book value of this asset to a reasonable amount. The various properties of the Company in Borneo have been maintained in good order and condition during the year and our stocks of timber and material have been valued on a very conservative basis. I have only too add that so far the prospects for this year appear to be satisfactory, though the further extension of our business is being much handicapped at present by shortage of labour in Borneo. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions to the best of my ability.

There being no questions, the Chairman formally moved that the report and accounts be adopted.

Mr. Crawford seconded and the motion was adopted unanimously.

Mr. Clark moved the re-election of Mr. Bonnar to the consulting committee.

Mr. Mackie seconded and the motion was agreed to.

On the motion of Mr. Lang, seconded by Mr. Griffin, Mr. W. Hutton Potts was re-elected auditor.

This was all the business.

Dividend warrants will be ready to-morrow.

POLICE COURT.

Before Mr. E. R. Hallifax at the Magistracy this morning a Chinaman named Lai Fok was convicted of illegally selling opium and was fined $50 with the option of six weeks' imprisonment. The Opium Farmer prosecuted.

A Chinese rickshaw coolie was charged with assaulting a European. The latter engaged the vehicle at the Naval Yard after dark last night and was driving townwards when the rickshaw overturned and the coolie started to assault him. The case was remanded till Friday next.

A Chinaman was convicted of snatching a purse containing $1.20 from a compatriot and was sentenced to twelve months' hard labour with six hours in the stocks.

Before Mr. J. R. Wood a Chinaman was charged with committing armed robbery in Keswick Street. The case was remanded till Friday next.

Recently, there was held in Shanghai, under the auspices of the Commercial Association, an interesting exhibition of a variety of hats suitable to be worn by Chinese.

SAD FATALITY AT KOWLOON.

A sad fatality occurred yesterday evening at Kowloon, the victim being Daphne, the little seven years old daughter of Mr. and Mrs. S. E. Green, of Knutsford Terrace. It is believed that death was due to the child having eaten some sort of green berries that she had plucked amongst the jungle growth. Much sympathy is felt for the parents in their bereavement. Medical aid was summoned when the child showed signs of illness, but the doctor's ministrations were unsuccessful. A post-mortem examination is to be held.

LOCAL MOTOR BOAT.

A motor boat of an original and interesting type has been built by the Kowloon Dock Company for the Tonkin River trade. This is the Maré, to which we referred in our leading article yesterday. The official trial trip proved successful in every respect.

The boat is built for towing purposes in the Tonkin River rapids. It required quite a special design, and the Dock Co. must be congratulated on the skilful way in which they solved their difficult task.

The dimensions of the boat are 60 ft. x 12 ft. x 3 ft. 6 in., and she is of very light draft, (about 1 ft. 8 in. under working condition), the bottom of the vessel being flat. On account of the river being in some places overhung by trees the boat had to be built very low.

The treacherous condition of the river with its many rapids and snags necessitated the greatest attention being given to the reliability of the motor power. It was, therefore, decided to install the Otto motor, of the Gasmotorenfabrik Cologne-Deutz, which are known for their reliability and the trial trip proved that the decision was a right one. The two motors are of the four cycles, heavy duty type, having four cylinders each and are fitted with electric ignition. Each has a capacity of 45 H.P. giving the boat a speed of eleven miles per hour. The two propellers are provided with shifting blades and their speed is kept within such moderate limits that they work with the best effect without producing eddies. The fuel consumption is exceedingly low.

LOG BOOK.

We have to congratulate Capt. Bremor of the N. D. L. s.s. Rajabari, who has been trading at this port for about three years, on his promotion to the command of one of the home line steamers of this Company, says the "Bangkok Daily Mail."

A telegram received in Shanghai from Newchwang on the 21st stated that it was expected that the ice would break either on the 22nd or 23rd inst. and the river Liao be open to navigation. A number of steamers are now awaiting orders at Weihaiwei. The C. M. S. N. Co. despatched their first steamer on the 21st.

The China Siam Steam Navigation Coy., Ltd. report that the Company's passengor services between China and Siam have immensely improved. Their steamers have been fully crowded with passengers every trip. The s.s. Landratschieff which left Bangkok about the end of January took away 1,750 deck passengers to Swatow, the s.s. Quinty, that arrived on the 6th inst. brought over 1,000 passengers from Swatow, the s.s. Drufar brought 1,270 passengers more, and the "Sexta" was to bring another crowd of over 1,000 Chinese.

Recently, while the str. Broadstone, Captin B.A. Martin, was on a voyage between Nanking and Shanghai, one of the Chinese quarter-masters, who is believed to have been very excited and almost crazy, ran amok in the dark during the early evening. He first attacked the foreign carpenter, named Slevin, creeping on to him in the dark, attacking him with a hammer, and knocking him unconscious to the deck. He then attacked the Chinese boatswain, whom he also battered with the hammer and left unconscious. This latter attack was witnessed by another quartermaster, who informed the captain, with the result that the crazy man was secured and put in irons.

SUPREME COURT.

IN SUMMARY JURISDICTION.

In the Summary Jurisdiction Court this morning, before Mr. Justice Hazeland, Lai Pin Koo, housepainter, sued Kin Cheung, contractor, for $124.75 for work done and labour and material supplied.

Mr. D'Almada appeared for the plaintiff and Mr. Davidson for the defendant.

Mr. d'Almada said that the claim arose out of a contract for white-washing seven houses. The actual work done under the contract had been paid for but his clients were now suing for extra work performed in the painting of doors, windows, etc.

The defence was to the effect that the work alleged to have been done had not been ordered by the plaintiff.

Judgment reserved.

IN ORIGINAL JURISDICTION.

In the Supreme Court this morning before the Chief Justice the further hearing of Counsel's arguments in the party wall case brought by Wong Shai Shan against Wong Chu Fu came on.

Mr. Marcus Slade, instructed by Mr. Davidson, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. d'Almada, appeared for the defendant.

Mr. Potter said that the point on which his Lordship wished to hear him was whether there was a duty cast upon the plaintiff which made him liable for any injury done to the house, quite apart from negligence and quite apart from the action of anybody else. Of course it was obvious where there was a duty imposed upon a man he might be liable without being negligent. But in order to decide this question of liability it was necessary to decide first whether there was a duty. The Court had to find whether the defendant had a right for support on the plaintiff's walls. If a house did not support another there was nothing more to say. But if a certain wall was not supporting a house by no conceivable means could the owner acquire the right of support. The wall which was pulled down was a party wall between houses No. 270 and 272. Had the defendant, the owner of No. 268, any right of support as against that wall? That was the point the Court would have to decide. Obviously the owner of No. 268 had no right of support. The roof pull of the house was inserted between No. 270 and 272. As a matter of commonsense it was obvious that the walls supported the floor beams and not the roof booms and walls. Take for instance two newly built houses. The roof pulls had not been put in there to give support. It was not contended that originally roof pull was no support. Assuming that was so, it might be argued and that was quite true that roof pulls did not originally support walls. The party walls in course of time became so weakened that in fact the roof pull did offer a support. If that contention could be relied upon in support of an easement one could not acquire an easement by an open use of the building. It had never been contended that the roof pull afforded any support to the wall. By taking out roof pulls one could only do so by injuring the party walls. Counsel's preliminary contention was this—when those walls were first built the floor pulls were not a support to the walls; on the other hand the walls were a support to the floor. The Court would have to hold that these pulls were supporting those walls. It could not be contended that any right of support had been obtained because floor pulls had gone from one wall to the other. They would have to draw a distinction between something which must be done in order to prevent injury to the wall and something which must be done in support of the wall. Shoring done in support was really the most important point in the argument. It was obvious that walls were built to stand up by themselves. They were not built to rely on any support. It could not be suggested that houses had been built in such a way that floor beams helped to keep walls up. It could not be said that floors supported walls. A wall was not built to support a row of beams. If the Court held for any reason that the owners of No. 268 had acquired the right of support between No. 270 and 272 what was the consequence? First of all the owner of No. 270 would be liable under certain conditions for taking down the wall, and the owner of No. 272 must be held responsible also. The owner of No. 280 could not have any right of support from No. 272. Therefore the owner had no right of support between 270 and 272. It was the owner of 272 who pulled down the party wall. He was entitled to pull it down and he did pull it down and they said that he had caused damage. If there was no support then the owner of 272 must be liable, because in fact he was pulling down the house which supported 268.

The Court rose for the recess.

RUSSIA AND CHINA.

Mr. Alfred Cunningham, in an article in the "Morning Leader," says:—Russia wishes to renew, with further concessions, a business arrangement, substantially to her profit, enforced upon China in 1881. China is reluctant to renew it on the same terms. The problem is whether Russia is in the position to enforce her demands, as she was in 1881, and whether China is able to resist them. That is best known to China. Russian bluff, previous to the war, was the most successful of all foreign diplomacy in Peking, but it has deteriorated considerably in value since then.

MLLE. EVA GAUTHIER.

Mlle. Eva Gauthier, a Candian vocalist of high order, will give a concert on Saturday night at the City Hall. Her voice, a mezzo-soprano of unusual quality, is described as being clear as a bell, supple, and of tremendous range.

We have seen some of her press notices and one and all are eulogistic of Mlle. Gauthier. "The voice of this Canadian nightingale," says one critic, "in the higher register seems enveloped in molten silver. She sang the most difficult passages superlatively. Her voice is brilliant, the range astonishing, and without the slightest effort she sings the high C.

Eva Gauthier, the French Canadian Mezzo-Soprano, was born in Ottawa, Canada, and is the daughter of Louis Gauthier, the well-known astronomer. She was educated at her uncle's, Sir Wilfrid Laurier, Canada's Premier, where she was encouraged to sing at a very early age, and gave her first concert when seven years old. At the age of 13 years she made her first official appearance in the artistic world, making a tremendous impression on account of her heavy contralto voice. Two years later, she came to Europe as the protegee of Lord Strathcona; studying at the Paris Conservatoire and later under Jaques Boutlhy, the famous Parisian teacher. In 1905 she made big concert tours throug'i Great Britain, Canada and America with the world famous singer Madame Albani, and in 1907 went to Italy to continue her studies under Maestri Oxilia and Carigiani in Milan. She made there her operatic debut in Carmen at the Royal Opera of Pavia, and also in the same year made her first appearance in Holland with the Berlin Philarmonique Orchestra, also in Belgium, France and Denmark. In 1910 she signed a contract with the Royal Opera of Covent Garden of London. Two distinctions have been awarded her: a silver medal in Canada and a decoration from the Queen of Denmark, on the occasion of her singing at a charity concert at Court. Mlle. Gauthier is the only foreigner possessing that particular decoration.

The master of the Lee Tak has to pass another examination at the Harbour Office owing to the incompetence shown when his launch collided with the Pink on the 20th. The case was heard yesterday and to-day.

"The Follies" are being highly appreciated in Shanghai, according to the northern papers.

Mr. H. G. Baugh, U. S. Vice-Consul at Mukden, has been transferred to Tientsin as Vice-Consul General.

SANITARY BOARD.

MEETING TO-DAY.

A meeting of the Sanitary Board was held this afternoon. There were present:—Mr. E. D. C. Wolfe, Mr. A. Shelton Hooper, Mr. Ng Hon Tze, Dr. F. Clark, (Medical Officer of Health), Dr. W. W. Pearse (Assistant Medical Officer of Health), Dr. Fitzwilliams, Mr. Lau Chu Pak, and Mr. W. Bowen Rowlands (Secretary).

Anthrax at Kennedytown.

The Colonial Veterinary Surgeon (Mr. A. Gibson) reported a case of anthrax as having occurred at the Kennedy town cattle depot, the animal in question being a Chinese bullock. The case occurred on 15th March. The bullock was one of a lot of 19 sent from Lim Chow and while being inspected it dropped down dead. All the bullocks have been segregated.

The President stated that since the minute was circulated the Colonial Veterinary Surgeon had reported that four other animals which had been under observation had not developed anthrax and had been slaughtered for food.

Malaria at Shaukiwan.

Correspondence was laid on the table relative to the incidence of malaria at Shaukiwan. This included a letter from the M.O.H. correcting a statement as to the locality of the nullah referred to in previous correspondence as being trained.

Dr. Fitzwilliams said he gathered that the Board were getting less from the Government than they thought they were to get in this respect. For two years no notice at all had been taken of their report and now they were getting even less than they thought in the matter of nullah training.

The President remarked that one nullah had been trained.

Dr. Fitzwilliams said that that nullah was only a ditch and could have been done in a day by any coolie.

The President replied that there was a great deal being done in the Colony in the way of nullah training, and it was simply a question of what district should be dealt with first. If it had not been for the troops, Shaukiwan would not have got so much attention as it was receiving now. It must take its turn with other portions of the city.

Mr. Shelton Hooper—It is a very important section of the community and a very large one.

Dr. Fitzwilliams—The Chinese at Shaukiwan are riddled with malaria.

The correspondence was laid on the table.

Leave of Absence.

There was submitted a request by Inspector Fincher for nine months' leave of absence.

Mr. Shelton Hooper minuted:—Should not the application be addressed to the Head of the Sanitary Department and not to the Medical Officer of Health?

The President:—I prefer this method of procedure, as it enables me to obtain the opinion of the executive officer most concerned before taking any further steps with the least circumlocution.

Dr. Fitzwilliams moved that the leave be granted to Inspector Fincher upon the return of Inspector Bullen in May next.

Mr. Lau Chu Pak seconded, and the motion was agreed to.

Oriental Brewery.

An invitation from the Oriental Brewery mangement for the members of the Board to inspect the works of the Oriental Brewery Company at Laichikok was read.

Dr. Fitzwilliams:—I regret that pressure of work does not allow me to go.

Mr Shelton Hooper—I should like to go.

The D.P.W.:—I have already gone over the establishment.

It was agreed that the President reply to the Brewery Company stating that some members would like to visit the brewery on a date to be arranged.

Mortality Statistics.

The mortality statistics for the week ended 25th ultimo showed a death-rate for the whole Colony of 10.9 per 1000 per annum as compared with 3.6 for the corresponding week of last year in the British and foreign community; and for the whole population 19.8 as against 16.3 for the corresponding week last year.

There was no other business of importance.

GOVERNMENT HOUSE.

Through the courtesy of His Excellency Vice-Admiral Sir Alfred Winsloe, K.C.B., C.V.O., C.M.G., the Band of H.M.S. Minotaur will play the following programme of music at Government House on the occasion of Lady Lugard's At Home on Friday next:—

"Tannhauser," Wagner; "I Studenti," Bucalossi; "Three Dances from Henry VIII," German; "La Berceuse," Gounod; "Madame Butterfly," Puccini; "Chants sans Parole," Tschaikowsky; "Largo," Handel.

AVIATION MEETING.

The managers of the aviation meeting at Shatin desire us to intimate they are extremely disappointed the weather and tide conditions prevailing at Shatin for the past week have precluded any possibility of executing their advertised programme. The managers are anxious, however, that their patrons shall have an opportunity of witnessing one or more good flights, and with this end in view they are endeavouring to make such arrangements as will, if successful, meet with the approval of all their patrons.

DANGERS OF TATTOOING.

The following paragraph appears to-day in the military orders:—

The troops are cautioned concerning the risk of being tattooed with unclean instruments. Several instances have occurred lately of soldiers suffering from severe inflammation resulting from tattooing. Moreover it is known that a serious disease has been conveyed by the process. Any man who is tattooed should insist upon new needles being used, and that the instruments are passed several times through the flame of a spirit lamp, in his presence, before the operation is commenced.

The Manchurian Railway is opening up a warehousing business along its lines in Manchuria, says the "Peking Daily News." The warehouses are about finished and ready for use.

It is rumoured that another attempt is likely to be made to start a weekly paper in Hongkong. The experience of past efforts might have deterred many from embarking on similar enterprises.

It is stated, says a Peking paper, that besides the changes shortly to take place in the I.M. Customs, Mr. A. Wilson has been recalled to Peking and that Mr. Hayley Bell is going to Chefoo to relieve him there. Mr. N. J. Uldall of the Out-door Service has been transferred to Hankow.

The Messrs. Melchers & Co., general agents for the Norddeutscher Lloyd, inform us that the Goeben on her way out to the Far East has been on a rock near San Remo, and has been repaired at Genoa. The Company have arranged to send out the Gneisenau as a substitute steamer, leaving Bremen on the 20th inst., and Genoa probably on the 10th of April.

The "China Critic" says:—We learn that Tongshan is to have a paper in the near future, entitled "Local Gossip." It is not certain whether it is to be a fortnightly or a monthly issue. Ladies are to be invited to contribute "tit bits." We hope the Editor may live to see the second issue!!!

The following appears in the "Straits Echo," edited by Mr. T. Wright (formerly of the "Daily Press"):—

Glorious Beer.—"The Beer that's brewed to suit the climate" sounds all right, so the staff sampled this morning six bottles of "Prima" for which Messrs. Hilton & Co. are the local agents. It is a product of the Oriental Brewery, Hongkong. The Chief, who had one bottle, said, "can do." The Sub, who had two, declared it very good. The Echoman, after consuming the remaining three, went out and did not come back. He is probably trying to get into Messrs. Hilton & Co.'s godown. This is a tip for the police. The tip for the public is, Try "Prima."

To-day's Advertisements.

THE HONGKONG RIFLE LEAGUE.

THE ANNUAL GENERAL MEETING will be held (by kind permission of Lt.-Col. Chapman, V.D.) at Volunteer Headquarters on THURSDAY NEXT, the 30th March, at 5.15 p.m.

M. S. NORTHCOTE,
Hon. Secretary.
Hongkong, 28th March, 1911. [1010

KOWLOON BOWLING GREEN CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Kowloon Bowling Green Club will take place at the Club House on MONDAY, the 3rd April, at 5.45 p.m., to discuss the advisability of building an IMPROVED CLUB HOUSE.

By Order,
D. GOW,
Hon. Sec.
Hongkong, 28th Mar., 1911. [1011

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE discussion on Mr. Murphy's paper on "POWER GAS PRODUCERS" will take place in the Institution Rooms TO-MORROW, 29th March, at 9 p.m.
Hongkong, 28th Mar., 1911. [1008

TO LET.

FURNISHED, SASSOON VILLA, Pokfulum, for 9 months from 1st April, 1911.
Tennis Court and Stable.
For further particulars, apply to—
THE DAIRY FARM Co., Ltd.
Hongkong, 23th Mar., 1911. [1006

TO LET.

TOP FLOOR, of 28, NATHAN ROAD, Kowloon (The Dairy Farm Co.'s premises) for 8 months, from 15th April, 1911.
For particulars, apply to—
THE DAIRY FARM Co., Ltd.
Hongkong, 28th Mar., 1911. [1007

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer "DELHI,"
Captain G. W. Gordon, R.N.R., will leave for SHANGHAI at 5 p.m., on 30th March, 1911.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th Mar., 1911. [4

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN,"
Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 1st April, at Daylight.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
RETURN TOURS TO JAPAN (occupying 20 days).
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.
For Freight or Passage, apply to
DAVID SASSOON & CO. LD.
Agents.
Hongkong, 28th Mar., 1911. [1009

Intimations

SOURED MILK.

We are making a speciality of Artificially Soured Milk this summer. Try it.

Professor Metchinkoff, in a book on the Prolongation of Life, strongly advocates the use of Soured Milk as a sure cure for Indigestion, Dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER

PRICES:
4 Doz Quarts ..... $12.00 per case
8 Doz. Pints ..... $13.50 " "
Hongkong, 15th December, 1910. [3

To-day's Advertisements

Regular Steamship Service to New York,
via PORT and SUEZ CANAL,
(With Liberty to Call at Marseilles Const).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE"... About 7th April.
FOR NEW YORK.
S.S. "SAINT PATRICK" About 14th April.
For Freight and further Information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 28th Mar., 1911. [965

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "JAPAN,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge of the Vessel will be landed at once, at consignees' risk and expense.
Cargo remaining on board after 1 p.m. of the 30th inst., will be landed at consignees' risk and expense.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.
Agents.
Hongkong, 28th Mar., 1911. 1005

NOTICE.

We beg to give the Public notice that our Prices will be increased according to the new scale of duties imposed by the Government on the 16th instant,

from the 1st April next.

Until that date our goods may be obtained at the existing rate.

Our new Price List will be issued on the 1st April.

H. PRICE & CO., LTD.,
12, Queen's Road Central, Hongkong,
and
63, Haiphong Road, Kowloon.
Hongkong, 27th March, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 5th.
"MONTEAGLE" TUESDAY, APRIL 18TH.	.....
	From Quebec.
"EMPRESS OF INDIA" SATURDAY, APRIL 29TH.	"ALLAN LINE" FRIDAY, MAY 26TH.
"EMPRESS OF JAPAN" SATURDAY, MAY 20TH.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 16TH.
"EMPRESS OF CHINA" SATURDAY, JUNE 10TH.	"ALLAN LINE" FRIDAY, JULY 7TH.
"MONTEAGLE" WEDNESDAY, JUNE 28TH.	.....

"Empress" Steamers will depart from Hongkong at 7 a.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia; and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only One Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....£43.
Via New York .....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA.....	YUENSANG *	...Saturday, 1st April, 2 p.m.
SHANGHAI, KOBE & MOJI.	NAMSANG †	.....Tuesday, 11th April, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Katsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
General Managers.

Telephone No. 215.
Hongkong, 27th March, 1911. [8

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHARDLE" ...	3,380 ...	Lamont	13th April
"SUVERIC"	6,232 ...	F. S. Cowley..	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also to the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 17th March, 1911. [805

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID....	HIRANO MARU, Capt. H. Fraser, Tons 9,000	WEDNESDAY, 29th Mar., at Daylight.
	TANGO MARU, Capt. K. Kawara, Tons 8,000	WEDNESDAY, 12th April, at Daylight.
	KAMO MARU, Capt. F. L. Sommer, T. 9,000	WEDNESDAY, 26th April, at Daylight.
VICTORIA, B.C., & SEATTLE ...	§SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 29th April, from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	§ TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 25th April, at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
	KUMANO MARU, Capt. M. Winckler, Tons 6,000	FRIDAY, 12th May, at Noon.
SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY 29th March.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Honma, Tons 7,000	THURSDAY, 30th Mar., at 4 p.m.
BOMBAY, &c. ...	*CEYLON MARU, Capt. Fred. Pyne, Tons 6000	TUESDAY, 4th April.

§ Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong
Hirano Maru	...9,000	29th March
Tango "	...8,000	12th April
Kamo "	...9,000	26th "
Aki "	...7,000	10th May
Mishima "	...9,000	24th "

RATES OF PASSAGE

To London, per New Steamer

1st class Single	Y550
" Return	825
2nd class Single	360
" Return	540
Old Str. 1st class Single	500
" " Return	750
" 2nd class Single	340
" " Return	495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong
Inaba "	7,000	28th March
Tamba "	7,000	25th April
Awa "	7,000	23rd May
Inaba "	7,000	20th June

RATES OF PASSAGE.

To Pacific Coast Common Points 1st class Single	...£30
2nd "	...£21
To London via New York 1st class Single	...£60
via St. Lawrence 1st class Single	...£59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to
T. KUSUMOTO,
Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"ANHUI"	30th Mar. 4 P.M.
HAIPHONG	"SUNGKIANG" ...	31st " Noon.
CHEFOO & NEWCHWANG...	"NANCHANG" ...	31st " 4 P.M.
TIENTSIN	"HUICHOW"	31st " 4 P.M.
NINGPO & SHANGHAI	"HUPEH"	31st " 4 P.M.
SHANGHAI	"CHENAN"	1st April. M'night.
MANILA, CEBU & ILOILO...	"TAMING"	4th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS ...	"TAIYUAN"	10th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms A Duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 15.
Hongkong, 28th March, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES TO
Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levante, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

OUTWARD.
For Shanghai, Kobe & Yokohama:
S.S. Suevia ..... 7th April
" Bayern .....20th April
" Frinfels ..... 6th May
" Scandia .....18th May
" Slavonia ..... 4th June
For Further Particulars, apply to—

HOMEWARD.
For Havre, Rotterdam & Hamburg:
S.S. Preussen .....1st April
For Marseilles, Rotterdam & H'burg:
S.S. Alesia .....14th April
For Havre, Rotterdam & Hamburg:
S.S. Rheinfels .....22nd April
For Havre, Bremen & Hamburg:
S.S. Senegambia .....21th April

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 25th March, 1911. [956

TOYO KISEN KAISHA

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons.	Captain	Date of Sailing.
† Chiyo Maru.....	21,000	W. W. Greene	Friday, April 14, 1 p.m.
* America Maru	11,000	A. C. Stevens	Friday, May 5, 1 p.m.
† Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
* Nippon Maru.....	11,000	H. S. Smith ...	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND HONOLULU, on FRIDAY, the 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilian Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru.....	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO, AND CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG,

TO SAN FRANCISCO	£	45-0-0, Single
" NEW YORK	£	60-0-0, "
" LONDON	£	71-10-0, "
" "	£	120-0-0, Return 6 Months
" "	£	125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen.	420.00, Single
" VALPARAISO	Yen.	570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

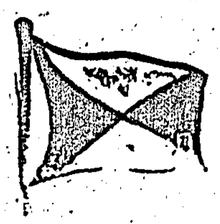
TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only):

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSDA, *Local Manager.*
868] KING'S BUILDING (Opposite Blake Pier).



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	THURSDAY, 30th Mar., 4 P.M.
ZAFIRO...	4000	M. C. Smith.	MANILA, CEBU & ILOILO	MONDAY, 10th Apr., 4 P.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st March, 1911. [14

INDIAN NEWS.

If the Government of India showed reasonable celerity in pushing through the aviation law which the Resident of Mysore declares to be now in preparation it is possible that India might earn the notoriety of being the first country to pass an Act specifically dealing with air craft. But it is difficult to imagine, says the "Indian Daily News," the legislature hastening over any matter, so that India in the end will probably be the last country to do so. Just at present it seems a trifle superfluous to enact stringent regulations to prevent private persons owning too many of such machines because up to now there has not been the slightest desire among any persons wealthy enough to fly to obtain flying machines.

Mr. J. R. Hollow, aged 53 years, employed as manager to the estate of the Maharaja of Mymensingh, committed suicide by shooting himself with a revolver in a ticca ghari, in Lower Circular Road, Calcutta.

Mr. H. T. E. Bell, agent of the Bank of Bengal at Dacca, accidentally fell on March 3rd from the southern verandah of the upper storey of the Bank and died almost instantaneously, his skull being fractured. Mr. Bell was quite a young man and came there only a day before. He had not even finished taking over charge.

It is with regret we record the death of Mr. L. E. D. Rose, the senior partner in the old and well-known firm of Messrs. Mackenzie Lyall and Co., Calcutta. Mr. Rose had fallen ill about a month ago.

27,716 seizures and 22,138 deaths from plague in India were reported during the week ending February 25th. Provincial mortality figures were: Bombay 1,742, Madras 260, Bengal 2,774, United Provinces 10,567, Punjab 3,418, Burma 266, Central Provinces 1,568, Mysore 155, Hyderabad 237, Central India 309, Rajputana 834, North-West Frontier Province 3, Kashmir 5.

The discovery of a rock-cut cave of Archaeological interest is reported in the Kottayam Taluk in North Malabar. The cave is said to measure 30 by 36 feet and contains as many as six, excellently sculptured pillars besides a granite cot, hearths, daggers and implements used in ancient days.

The Magistrate of Western Division, Rangoon, issued a warrant of arrest against Mr. W. H. Barton, Editor of the "Times of Burma" on a charge of defamation, allowing bail in two sureties of Rs. 4,000 to appear to answer to the charge on March 8th. The order was made on the complaint of Mr. C. Arnold, of the "Rangoon Times." The complainant stated in the course of his complaint that in the usual course of business he wrote and published in the "Rangoon Times" an article dealing with a criminal case known as the Ariff case, which article advanced reasons for the exercise of the prerogative mercy vested in the Lieutenant-Governor.

At the High Court, Calcutta, Mr. Justice Stephen took up the case brought by George Macpherson Jewell against Eileen Constance Jewell and Harry Haywood. This was a suit brought by the husband against the wife for dissolution of marriage on the ground of her misconduct with the co-respondent. The petitioner is an electrical engineer and the co-respondent is a race horse trader. The parties were married on August 19th, 1906, at the Lall Bazar Baptist Chapel and lived happily together till October, 1909. On November 25th, 1909 his wife left him and went and lived with the co-respondent. The petitioner and two witnesses having been examined, the case was adjourned for the evidence of a witness who was at sea.

OUR DIARY.

Thursday, 30th March.
Royal Aerated Water Co., Ltd., meeting, 4.30 p.m.

Friday, 31st March.
Lady Lugard "At Home."
Bandmann Opera Co., Theatre Royal.

Saturday, 1st April.
K.O.Y.L.I. Regimental Races, Race Course.
Oxford and Cambridge Dinner.

Monday, 3rd April.
Hongkong Chamber of Commerce Dinner.

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

GREEN ISLAND CEMENT.

It is frequently said in Hongkong that public spirit is moribund and criticism of the working of limited liability companies in which the public is interested is impossible because, owing to the intimate and intricate business connections and social ties of everybody with everybody else, no man is free to speak his mind. The annual meeting of the shareholders of the Green Island Cement Company splendidly refutes this aspersion upon the fair fame of our local leaders of opinion. The Hon. Mr. Pollock and the Hon. Mr. E. Osborne were true to the traditions of their free-speaking, clear-thinking, downright, straightforward ancestors, and they rose to the level of their opportunities in a fashion which must be very gratifying to the inarticulate, but no less important, if smaller shareholders. They saw their duty clear before them and distasteful though the task must have been they fearlessly discharged it.

Daily Press.

THE CRISIS.

China's Note failed in the first place to give complete satisfaction as to the appointment of the three new Consuls, and the commercial privileges of Russian merchants in Mongolia. The Chinese made the Consular appointments in Mongolia dependent upon increase of trade and the imposition of higher tariffs. The Russian Government recognizes the admissibility of increasing duties, but meanwhile insists upon immediate compliance with the Treaty right to appoint the aforesaid Consuls. Furthermore, China acquiesced in principle to the Treaty rights of Russian traders in Mongolia, but has evaded an explicit response with regard to the restrictions placed upon them under the Chinese interpretation of the Treaty of 1881. If China chooses to refuse to implement her Treaty pledges she can look for no sympathy from other Powers, while, if, on the other hand, there is room for a reasonable difference of opinion in the interpretation of the Treaty, a concert of Powers interested in the preservation of peace would doubtless bring pressure on both disputants to submit the points at issue to the arbitrament of The Hague Tribunal. There appears no justification, so far as China is concerned; for going to war, and as a belligerent attitude on her part can in the circumstances command no sympathy among the Powers in friendly relation with her, we feel confident that peace will be preserved.

South China Morning Post.

PUNCH'S ADVICE.

Though in the history of the Universe man came first, in the history of marriage woman leads the way, treading with wonderful coolness the difficult path along the side of which the figures of the Registrar General's report stand as so many warnings. Reading them, we find that there were five marriages in which ladies who were more than thirty-five years of age were united to bridegrooms under twenty and five in which the brides were under eighteen and the men over fifty. On the other hand one woman of seventy summers married a man of forty, while a girl of twenty-one made a Benedict of seventy-two. If May and December came together in those cases, the snows of winter were united where an octogenarian bachelor wedded a septuagenarian spinster. These instances of individual heroism may point a moral upon the ingrained amativeness of humanity, but they are scarcely an adornment to any record of the race, though it is a pity, perhaps, that the subsequent history of these alliances cannot be traced. As a rule, however, a study of the determining causes of any given marriage would not repay the trouble that the task would impose. In the main, curiosity propels both men and women to the altar, but it is one of Life's little ironies that so many mistakes are made before it that it stands as a place of sacrifice for all humanity.

Entertainment

THE
BIJOU SCENIC THEATRE.
(FLOWER STREET.)

FLYING! FLYING!
AVIATION WEEK.
The Latest Pictures of
DIRIGIBLE BALOONS AND AEROPLANES.
NEW SONGS and DANCES.
Grace Vyveene. Vera Ferrace.
Hongkong, 25th March, 1911. [737

CAPSTAN MIXTURE

MEDIUM & FULL

In 1/4 lb. Air Tight Tins

W. D. & H. O. WILLS.

TRADE MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.
Agents: F. BLACKHEAD & CO.,
981] HONGKONG & CHINA.

REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlors are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine Offices 76, Escolta, MANILA.

CLARK & CO. SCIENTIFIC OPTICIANS HOTEL MANSIONS HONGKONG

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 11th June, 1910. [1

DR M. B. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL,
1ST FLOOR, ROOMS 2 and 3.
From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [2

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG
Telegraphic Address: "TAIKOODOCK."

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK
787ft. by 88ft. by 34ft. 6 in.
Pumps empty Dock in 2 3-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100-TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Entertainments

ORGAN RECITAL.
ST. JOHN'S CATHEDRAL.
TUESDAY, APRIL 4th, at 5.30 P.M.

Toccata and Fugue.....Bach
La Nuit .....Karg Elert
Finale.....Schumann
VIOLINIST .....Mr. Timmerscheidt
Hongkong, 27th Mar., 1911. [999

THE "Empire" Cinematograph Theatre,
DES VOEUX ROAD CENTRAL, opposite Central Market.

Last Week of
THE CHAMPION DANCERS,
The DONNELLYS.

Debut of the Celebrated Soprano Soloist,
Miss IRMA LEPOMME
English and German Selections.

THE GRAND FILM
(Dramatic)
Between Duty and Honour.
Hongkong, 28th Mar., 1911. [852

VICTORIA SKATING RINK.

5 Sessions Daily.

THE BEST FLOOR.

Popular Prices.
Hongkong, 28th Mar., 1911. [890

PEAK TRAMWAYS CO., LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. „ 15 min
11.30 a.m. to 12.45 p.m. „ 15 min
12.45 p.m. to 1.15 p.m. „ 10 min.
1.15 p.m. to 1.45 p.m. „ 15 min.
1.45 p.m. to 2.15 p.m. „ 10 min.
2.15 p.m. to 3.00 p.m. „ 15 min.
3.30 p.m. to 5.00 p.m. „ 15 min.
5.00 p.m. to 8.00 p.m. „ 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. „ 30 min.
9.30 a.m. to 10.30 a.m. „ 15 min.
10.30 a.m. to 11.00 a.m. „ 10 min.
11.45 a.m. to 12.00 noon „ 15 min.
12.00 noon to 1.00 p.m. „ 10 min.
1.00 p.m. to 5.00 p.m. „ 15 min.
5.00 p.m. to 6.00 p.m. „ 10 min.
6.00 p.m. to 7.00 p.m. „ 15 min.
7.00 p.m. to 8.00 p.m. „ 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by A. Clarke & Co.
17A, QUEEN'S ROAD, CENTRAL.
GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or hire at moderate rates.
Hongkong, 1st June, 1910. [419

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.	
Haiyang...	Capt. A. E. Hodgins...	FRIDAY,	31st March, at 11 A.M.
Haitan ...	Capt. J. S. Roach.....	TUESDAY,	4th March, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun...Capt. J. W. Evans	WED'DAY,	29th Mar., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
Douglas, Lapraik & Co.,
957] General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
Aldenham.....	Mar. 24.	April 5th, at Noon.
Empire	April 7.	April 29th, at Noon.
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [967

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
Java, China and Japan.

Steamers	From	Expected on or About	Will leave for	On or About
Tjitaroem	JAVA	Second half March	SHANGHAI.	Second half March
Tjiliwong	AMOY	Second half March	JAVA	Second half March
Tjilatjap	JAPAN.....	Second half March	JAVA	Second half March
Tjibodas	JAVA	Second half March	JAPAN	Second half March
Tjimahi	JAPAN.....	First half April	JAVA	First half April
Tjipanas	JAVA	Second half April	JAVA	Second half April
Tjikini	———	———	JAVA	First half April

The Steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Buildings. [974

The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"DEVANHA,"
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st April, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Moldavia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Mantua," due in London on the 12th May, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 20th Mar., 1911. [4

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 600.
Hongkong, 2nd Jan., 1911. [78

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th Aug., 1910. [34

PO SING.
JEWELLER & SILVERSMITH
No. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here, Moderate Prices.

Xmas and New Year Presentsing great variety and at special rates suitable to all tastes and purses. [685

Consignees

FROM EUROPE.

THE "Hansa" Steamship
"SENEGAMBIA,"
Captain Eckhorn, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:
Ex s.s. "Adele" from Stettin.
" " "Hahia" " Lisbon.
" " "Skalholt" " Copenhagen.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 23rd Mar., 1911. [959

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 22nd Mar., 1911. [983

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"KLEIST,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of March, at 9.30 a.m.

All claims must reach us before the of 4th April, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 23rd Mar., 1911. [7

"SHIRE"
LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM EUROPE & STRAITS.

THE Steamship
"FLINTSHIRE,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st inst., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 31st inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 25th Mar., 1911. [997

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PALMA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 1st April, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 26th Mar., 1911. [4

COMMERCIAL.

EXCHANGE.

Selling.

London—Bank T.T.	1/9
Do. Demand sight	1/9 9/16
Do. 4 months'	1/9 11/16
France—Bank T.T	2.26
America—Bank T.T.	43
Germany—Bank T.T.	1.83
India T.T.	133
Do. Demand	134
Shanghai—Bank T.T.	74
Sing.—Bank T.T. per H.K. $100	70
Japan—Bank T.T.	88
Java—Bank T.T.	107

Buying.

4 months' sight L/C.	1/9
6 months' sight L/C.	1/10
30 days' sight San F'co & N. York	44
4 months' sight do.	45
30 days' sight Sydney & Melbourne	1/10
4 months' sight France	2.31
6 months' sight do.	2.33
4 months' sight Germany	1.87
Bar Silver	24 5/16
Bank of England rate	3 %
Sovereign	$11.10

SHIPPING NEWS.

MAILS DUE.

English (Delhi) 30th inst., 6 a.m.
American (Manchuria) 1st prox.
German (Prinz Ludwig) 6th prox.
American (Asia) 12th prox.
American (Mongolia) 21st prox.

The T.K.K. s.s. Chiyo Maru arrived at Yokohama on 25th inst.

The Bank Line s.s. Hallamshire arrived at Manila from Hongkong on 26th inst.

The Bank Line s.s. Strathtay arrived at Yokohama from Vancouver, B.C. on 26th inst.

The P.&A. S.S. Co.'s s.s. Hercules from Portland, and is due to arrive at Hongkong on 31st inst.

The Bank Line s.s. Lucerne sailed from Yokohama for Victoria, B.C. on 25th inst., and is due here on 8th prox.

The Imperial German Mail s.s. Kleist, which left here on 24th inst., at 6 a.m., arrived at Shanghai on 26th inst., at 9 p.m.

The Imperial German Mail s.s. Prinzess Alice, which left here on 22nd inst., at noon, arrived at Singapore on 26th inst., at 9 a.m.

The Imperial German Mail s.s. Prinz Ludwig carrying the German Mails with dates from Berlin of the 8th inst., left Colombo on 26th inst., p.m., and may be expected here on 6th prox., a.m.

The P.M.S.S. Co.'s s.s. Manchuria arrived at Manila on 26th inst., and is expected to leave Manila on 30th inst., at 11 a.m., and will be due to arrive at Hongkong on 1st prox., at daylight.

ARRIVALS.

Japan, Br. s.s., 3,896, A. Stewart, 27th Mar.—Calcutta via Straits 14th Mar., Gen.—D. S. & Co.

Devawongse, Ger. s.s., 1,057, E. Gathemann, 27th Mar.—Bangkok 19th Mar., Rice.—P. & S.

Tsinanfu, Chi. s.s., 1,459, W. Juliensen, 27th Mar.—Saigon 23rd Mar., Rice.—Chinese.

Kiangching, Chi. s.s., 1,002, F. A. Brissander, 27th Mar.—Chinkiang 23rd Mar., Gen.—Tung Lee.

Haimun, Br. s.s., 641, J. W. Evans, 28th Mar.—Swatow 27th Mar., Gen.—D. L. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 28th Mar.—Manila 26th Mar., Gen.—J., M. & Co.

Helene, Ger. s.s., 771, H. Bendixen, 28th Mar.—Swatow 27th Mar. Gen.—J. & Co.

Patroclus, Br. s.s., 5,503, A. Braithwaite, 28th Mar.—Liverpool via Singapore 22nd Mar. Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Haicheng, for Swatow.
Haimun, for Swatow.
Kiangching, for Canton.
Moorland, for Manila.
Kaifong, for Manila.
Huichow, for Canton.
Patroclus, for Shanghai.
Mempi, for Amoy.

DEPARTURES.

Mar. 28.

Ville de la Ciotat, for Shanghai, &c.
Ernest Simons, for Saigon.
Haicheng, for Coast Ports.
Kosichang, for Bangkok.
Hanoi, for Haiphong.
Huichow, for Canton.
Oanfa, for Manila.
Indra, for Chemulpo.
Chipeling, for Tientsin.
Laisang, for Calcutta.
Kaifong, for Manila.
Inaba-maru, for Shanghai and Japan.
Quarta, for Hongay.

PASSENGERS ARRIVED.

Per Japan, arrived 27th March from Calcutta via Straits—Messrs. D. H. Remfrey, J. Lees, Goss, Omiod, E. W. Maitland, G. C. Wheeler, J. W. Donald, D. W. D. Kimm, J. Ansely, W. S. Smales, Rev. Coerrodo, Messrs. A. H. Holland, J. H. Oscrieder and 2 children, Goss, Omrod, Misses Remfrey, S. O. Easton and Swan.

Per Devawongse, arrived 27th Mar. from Bangkok—Master and Miss Bechtel.

Per Haimun, arrived 28th March rom Swatow—Messrs. Van Der Staat and Huxley.

Per Yuensang, arrived 28th March from Manila—Messrs. C. E. Manson, G. E. Lucimore, Shegematu Masato, A. Kiganatuas, Tayowa Moritoro, Choon Yamam, Mrs. Chong Si and 3 children and Mr. and Mrs. A. J. Duby.

PASSENGERS DEPARTED.

Per Coblenz, for Manila, New Guinea and Australia on the 27th March—Messrs. J. Galibreath, F. Vollsladt, G. Anderson, E. E. Fuller, H. Ebell, Mrs. O. Schutze, Mr. R. G. Lopez, Mr. and Mrs. J. H. Allan, Mr. and Mrs. A. W. Pierce, Mr. and Mrs. A. D. Thayer, Dr. and Mrs. W. Haffinann, Messrs. Playfair, John Boag, S. R. Vela and family, P. Wulff, S. L. de Prumyster, A. Knuth, P. J. Vormann, M. Karubach, J. Robert, C. Nadres, E. Penn and G. A. Williams.

Per Inaba Maru, for Seattle, &c., on the 28th March—Messrs. David Baird, Dudley Smith, Mrs. G. Morgan, Capt. Geo. Beardley, Messrs. G. E. Livermoor, J. C. Steen, Mr. and Mrs. Dodgson, Mr. and Mrs. Hitchcock, Mrs. F. C. Austin, Miss H. Williams, Mrs. A. Weill, 1 children and 2 amahs, Miss Moss, Mr. and Mrs. H. Bent, Messrs. F. D. Thomson, T. J. Walker, Mr. and Mrs. Wong Young and 3 children, Messrs. Ng Wing Chan, S. G. Attwood, H. Tuft and S. Xavier.

PASSENGERS EXPECTED.

Per Delhi, from London 24th Feb. for Hongkong—Mr. J. Tottstal, Misses Nimo, and F. S. Shelley. For Manila—Mr. and Mrs. Pollard. For Shanghai—Miss C. Gordon, Messrs. F. Maiz, A. Malcolm, G. G. Franklin, Misses K. Gorton, M. Devitt and Mr. and Mrs. F. A. Punter. For Yokohama—Miss M. F. Buckley. From Marseilles 3rd March for Hongkong—Mr. and Mrs. J. Swire. For Manila—Messrs. J. W. Howells and J. H. Price. For Shanghai—Dr. J. D. Moorhead and Mr. A. Funk. For Yokohama—Mr. A. O. Brownlow. From Colombo for Hongkong—Madame Y. A. de Loynes, Misses Dickinson, Jennings, Mr. and Mrs. W. T. Lee, Mr. and Mrs. T. W. Bobbett and Mr. and Mrs. T. and Miss M. Kenneth.

VESSELS IN PORT.

STEAMERS.

Borneo, Ger. s.s., 1,344, F. Sembill, 24th Mar.—Sandakan 19th Mar., Timber and Gen.—M. & Co.

Breid, Br. s.s., 1,102, Fulkstad, 21st Mar.—Bangkok 12th Mar., Rice and Gen.—Chinese.

China, Am. s.s., 3,186, Emery Rice, 21st Mar.—San Francisco 21st Feb., Mail and Gen.—P. M. S. N. Co.

Chinghifu, Nor. s.s., 1,759, R. E. Sarensen, 24th Mar.—Hongay 22nd Mar., Coal.—A. Bune.

Clowta, Br. s.s., 1,116, W. Reher, 23rd Mar.—Bangkok 7th Mar., Rice.—B. & S.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 17th Mar.—Vancouver, B.C. 23rd Feb., and Shanghai 14th Mar., Mail and Gen.—C. P. R. Co.

Fukai Maru, Jap. s.s., 3,087, Tominka, 27th Mar.—Moji 21st Mar., Gen.—M. B. K.

Hirano Maru, Jap. s.s., 5,288, Frater, 27th Mar.—Shanghai 24th Mar.—N. Y. K.

Kennebec, Br. s.s., 3,301, Brynon, 27th Mar.—Soumbaya 20th Mar., Gen.—O. S. K.

Kumchow, Br. s.s., 1,165, T. Martin, 23rd Mar.—Saigon 20th Mar., Gen.—Man Fat & Co.

Marie, Ger. s.s., 1,900, Christiansen, 20th Mar.—Saigon 10th Mar., Rice.—J. & Co.

Mempi, Br. s.s., 1,480, Uldall, 22nd Mar.—Singapore 16th Mar., Sugar.—Kin Ty Loon & Co.

Nanzan Maru, Jap. s.s., 3,759, N. Kobayashi, 23rd Mar.—Tacoma 18th Feb., Gen.—O. S. K.

Mindoro, Am. s.v., 269, Michael, 3rd Mar.—Manila 27th Feb., Sugar.—Order.

Moorlands, Br. s.s., 2,281, C. B. Bird, 14th Mar.—Bunbury and Fremantle, W.A. 16th Feb., Sandalwood and Jarrahwood.—J. M. & Co.

Petchaburi, Ger. s.s., 1,878, C. Gosewich, 27th Mar.—Bangkok 17th and Swatow 26th Mar., Ballast.—B. & S.

Rigel, Br. s.s., 1,758, Jorgo-Sievert, 17th Mar.—Manila 18th Mar. Sugar—Order.

Rubi, Br. s.s., 2,797, S. A. Crosby, 27th Mar.—Manila P.I. 24th Mar., Gen.—S. T. & Co.

Sexta, Ger. s.s., 992, V. Jopsen, 27th Mar.—Swatow 26th Mar., Gen.—R. T. L.

Shibetoro Maru, Jap. s.s., 2,460, Mamoto, 24th Mar.—Moji 18th Mar., Ballast.—O. S. K.

Si Kiang, Fr. s.s., 615, E. da Catalans, 26th Mar.—Haiphong via Kwang-chow-wan 24th Mar., Rice and Gen.—M. M.

Soshu Maru, Jap. s.s. 1,119, K. Sakawa, 27th Mar.—Swatow 26th Mar. Gen.—O. S. K.

Tjikini, Dut. s.s. 2,888, Koops, 14th Mar.—Java 6th and Billeton 7th Mar., Sugar and Gen.—J. C. J. L.

Vorwaerts, Aust. s.s., 3,727, R. Dannecker, 24th Mar.—Shanghai 21st Mar., Gen.—S. W. & Co.

Walton Hall, Br. s.s., 4,766, J. Leary, 16th Mar.—New-York Oil.—S. O. Co.

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for :—

Hoihow, Tourane and Quinhow—Per Helene 29th Mar., 8 A.M.

Port Bayard and Haiphong—Per Sikiang, 29th Mar., 8 A.M.

Manila, Cebu and Iloilo—Per Moorland, 29th Mar., 9 A.M.

Swatow—Per Haimun, 29th Mar., 10 A.M.

Singapore, Penang, Colombo and Bombay—Per Vorwaerts, 29th Mar., 1 P.M.

Anping and Takao—Per Shibetoromaru, 29th Mar., 1 P.M.

Macao—Per Sui Tai, 29th Mar., 1.15 P.M.

Macao—Per Sui Tai, 30th Mar., 1.15 P.M.

Manila, Cebu and Iloilo—Per Rubi, 30th Mar., 3 P.M.

Shanghai—Per Anhui, 30th Mar., 3 P.M.

Shanghai—Per Delhi, 30th Mar., 4 P.M.

Swatow, Amoy and Foochow—Per Haiyang, 31st Mar., 10 A.M.

Haiphong—Per Sungkiang, 31st Mar., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per China, 31st Mar., 10 A.M.

Ningpo and Shanghai—Per Hoped, 31st Mar., 3 P.M.

Tsintau and Tientsin—Per Huichow, 31st Mar., 3 P.M.

Chefoo and Newchwang—Per Nanchang, 31st Mar., 3 P.M.

Jesselton, Kudat and Sandakan—Per Borneo, 1st April, 8 A.M.

Europe, &c., India via Futicorin—Per Devanha, 1st April 11 A.M.

Manila, Cebu and Iloilo—Per Yuensang, 1st April, 11 A.M.

SHANGHAI, SIBERIAN Mail to Europe—Per Chenan, 1st April, 6 P.M.

Swatow—Per Haimun, 2nd April, 9 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Mexico-maru, 3rd April, 5 P.M.

Swatow, Amoy and Foochow—Per Haitan, 4th April, 10 A.M.

Manila, Cebu and Iloilo—Per Taming, 4th April, 3 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Aldenham, 5th April 10 A.M.

SHIPS PASSED THE CANAL.

3rd March—Benvorlich, Derfflinger, Indrasamha, Hitachi Maru, Patroclus, Kleist, Persia, Shimosa, Sachsen, Ville de la Ciotat, Indravolli. 7th March—Aki Maru, Memnon, Slavonia, Suevia. 10th March—Agamemnon, Monmouthshire, Diomed, Nubia, Oceanien, Stentor. 14th March—Benavon, Caledonien, China, Dacre Castle, Sicilia, Tsenkai, Arcadia. 17th March—Jason, Prinz Eitel Friedrich, Lotinian, Miyasaki Maru, Prinz Ludwig. 21st March—Benlarig, Hellas, Hishima Maru, Segovia, Armenia, Neckar, Tourane. 24th March—Alcinous, Bayern, Yang Tsze, Canada, Hyson, Katuna, Salazie, Meinam, Tydeus.

Arrivals at Home—3rd March—Adelaide, Caledonien. 7th March—Antenor, Ceylon, Scandia. 10th March—Derfflinger, Atholl, Hitachi Maru. 14th March—Invercly de, Persia, Protesilaus. 17th March—Diomed, Oceanien. 21st March—Slavonia. 24th March—Prinz Eitel Friedrich, Nubia, Stenton.

HOTEL VISITORS.

CECIL HOTEL.

Adams, Mr. and Mrs. F. B. J.
Caldwell, Mr. and Mrs. G. A.
Chandler, S. J.
Denison, A.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, E.
Grant-Smith, Mrs.
Jones, Dr. Evan
Hancock, Lieut. & Mrs. R. L., R.N.
Hollingsworth, Mr. and Mrs.
Ritchie, Mr. & Mrs.
Sutton, Mr. and Mrs. F.
Wilson, G. L.
Wood, E. M.

GRAND HOTEL.

Allan, Mr. & Mrs. I. H.
Anderson, Capt.
Bauckham, E. W.
Crow, Mr. & Mrs. A.B.
Donnelly, Mr. and Mrs. & family
Ebell, H.
Erickhoff, E. W.
Grant, G.
Hondyk A. C.
James, B.
Johnson, Mr. and Mrs. & child
Kane, W.
Kelly, Mr.
Kench, O. C.
Keyt, Dr. F.
Kidward, T. A.
Knight, Mr. and Mrs. & family A.
Lee, Mr. & Mrs. H.
Lowrie, W.
Mayes, S. M.
Oliver, A. I.
Phillips, T.
Pringle, W. Jr.
Sayle, T.
Smith, Dudley
Stewart, Capt. & Mrs. A. H.
Stonenan, H F.
Taylor, R.
Woysse, Dr. A. W.

HONGKONG HOTEL.

Abbott, Mrs. E.
Andrew, J. I.
Backhouse, Mr. & Mrs. J. H.
Parker, S.
Peck, F. H.
Becktel, Mr. and Mrs. T. E.
Benson, Mr. and Mrs. W.
Blackstock, Mr. & Mrs.
Blanche, Mr. and Mrs. N. F.
Bonnar, J. W. C.
Born, Mr. & Mrs. C. van den
Bowen, Mr. and Mrs. W. T.
Buren, Mrs. J. S. Van
Burrows, Col.
Camliefort, G.
Campbell, Mrs. L. E. & grandchild
Cato, Hugh H.
Champlin, Miss A. B.
Champlin, Miss K.
Chilvers, P. T.
Clark, W. E.
Cligsolo, L. A.
Condon, H. L.
Cotroux, Mr.
Cottreau, Mr. and Mrs. M.
Cotton, Master
Cotton, Mr. & Mrs. J. C.
Cullen, J. R.
Dale, R. W.
Darby, Mr & Mrs. W. G. child and amah
Davidson, N. K.
Davidson, P.
Davies, Hon. Mr. W. Rees
Dewey, Mr. & Mrs. A. B.
Doherty, Miss
Dollar, Mr. & Mrs. J. H.
D'Oattingen, V.
Drew, W. C.
Dunning, Mr. and Mrs. H. W.
Eckert, Miss K.
Eckert, Mrs. C.
Fekman, John
Eames, E. J. W.
Ehrenfels, Mr. and Mrs. H. C.
Fisher, H. G.
Forrester, J.
Francis, W. H.
Fuller, Denman
Goss, Mr. and Mrs. W. L.
Goulbourn, V.
Hasting, J. H.
Henschein, Mrs. F.
Horne, Mr. & Mrs. B. F.
Hough, Dr. S.
Howrigan, Miss
Humphreys, C.
Hupeden, Hans
Ingos, R.
Kadoorie, Mr. and Mrs. E. S.
Kelley, Dr. and Mrs. P. J.
Lack, G. M.
Lee, Mr. & Mrs. S. C.
Lloyd, G. T.
Lowrie, S.
Lubbock, Lt.-R. E.n.s.
Lubbock, Miss
Lubbock, Mrs.
Luzuriaza, H. R. du
Marriott, Dr. O.
Massey, Miss K. A.
McIntyre, Col. & Mrs.
Melnort, Mr. and Mrs. du
McGee, Miss
McGee, Mrs. W.
Mereski, J.
Mitchell, E. C.
Montgomery, Dr. and Mrs. J. H. and 2 children
Mooser, L.
Moulder, Mr. and Mrs. A. B.
Nanninga, P. W. L.
Needham, L. B.
North, W.
Parks, J. L.
Paton, R. H.
Patterson, Miss
Pinkham, L. E.
Potts, P. C.
Pritchard, W. T.
Ray, E. H.
Raymond, Mr. & Mrs. A. & child
Rees, Mr. & Mrs. Van
Sasser, J.
Sheridan, J. J.
Sheean, R.
Shimada, Y. H.
Smith, M. Paske
Solomon, H. H.
Spittles, J.
Square, Miss A.
Stainer, Lt. and Mrs. C. E., R.N.
Sullivan, P. J.
Thompson, Mr. & Mrs. M. L.
Vogler, W.
Ward, W. K.
Welsh, Capt. W. D.
Werring, E. H.
Wilson, C. H. V.
White, Mr. and Mrs. H. J. H.
Whyte, L. M.
Wood, G. G.
Wood, J. B.
Wright, Miss
Wright, Mr. and Mrs. F. W.

ASTOR HOUSE.

Atkinson, R. L.
Arlt, Curt
Baldwin, Phil
Baldwin, Mr. and Mrs. M. D.
Baron, J. V.
Beaufort, J.
Borg, J.
Brown, J. L.
Bredrad, A.
Chin Tak Hung
Chapman, F. J.
Clark, Capt. F. W.
Clark, Mrs. F. W.
Coplin, P.
Davies, Miss Ida
Debray, Mme
Delorme, M.
Diot, Mr. and Mrs. E. E.
Dupont, V. H. M.
Edwards, Col.
Edwards, Mrs.
Freeman, Mrs. O. G.
Gourgey, M.
Hord, C. D.
Hartman, Dr. L. E.
Hempel, W. A.
Jones, H. O.
Joseph, J.
Kahn, D. H.
Lebleker, W. M.
Le Roche, Mr. & Mrs. M. de
Love, Mrs Harmston
Ligouzat, J.
Marshall, T. W.
Mody, N.
Morgan, Mrs. Geo.
Murphy, L. O.
Murray, A.
Myers, W. R.
Nelson, O.
Nichols, A. C.
Norris, D. W.
Orth, F.
Piyotto, Mr. and Mrs.
Pond, E. H.
Ramsey, T. C.
Roche, J. H.
Rondon, L.
Rougal, Mr. & Ruby, J.
Salabello, Mr.
Schultze, W.
Shea, M. J.
Sizer, P. K.
Smith, J.
Sprinkle, W.
Thornton, F. P.
Turner, J.
Vjokers, Mr. and Mrs. J. C.
Vimard, His Excellency General
Vimard, Mrs.
Walker, F. W.
Walker, T. J.
Willis, Mrs. E. M.

To Let.

TO LET.

NO. 10, MACDONNELL ROAD.

OFFICES in KING'S BUILDINGS' 4th Floor.
AN OFFICE on 1st FLOOR, 16, DES VŒUX ROAD CENTRAL.
GODOWNS, 151 to 155, PRAYA EAST.
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 24th Mar., 1911. [159

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ld.
Hongkong, 15th Mar., 1911. [968

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st Mar., 1911. [61

TO LET.

A SMALL STORE next door to No. 2a, Corner of D'AGUILAR STREET, from To-day.

Apply—
YEN YEE & CO.
Hair Dressing Saloon.
Hongkong, 7th Mar., 1911. [946

CLOUET CHAMPAGNE EXTRA DRY.
24 pints at $22.50.
FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47

MAN CHEONG,
19, WELLINGTON STREET CENTRAL, HONGKONG.
SWATOW DRAWING WORK.
Gentlemen and Ladies'
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Laces, &c., &c.
Hongkong, 23rd January, 1911. 835

PHONE 482.

HONGKONG MOTOR GARAGE,

TRY OUR
40 H.P. Clement Car 6 Seats
$8 ..... An hour
24 H.P. Rambler Car 4 Seats
$7 ..... An hour
12 H.P. Rover Car 3 Seats
$5 ..... An hour

We Repair
CYCLES, TYPEWRITERS, MOTORS,
AT
REASONABLE PRICES.

DRAGON CYCLE DEPOT,
63, Des Vœux Road Central. [46

CHINA COAST METEOROLOGICAL REGISTER.

March 27th, a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a	30.19	—	—	SW	0	—
Tokio	„	30.18	—	—	NW	1	—
Nagasaki	„	30.27	—	—	NW	1	—
Chefoo	6 a	—	—	—	—	—	—
Wihaiwei	9 a	30.38	41	45	NNW	2	c
Hankow	6 a	—	—	—	—	—	—
K'kiang	„	30.29	52	93	NE	0	b
Shanghai	9 a	30.40	55	68	NNE	1	c
Gutzlaff	„	30.40	54	74	S	1	c
Sharp P'k	„	30.31	55	87	ENE	3	c
Amoy	6 p	30.16	67	75	WNW	1	c
Swatow	„	30.16	66	91	NW	1	c
Canton	9 a	30.22	60	94	N	1	c
H'gkong	10 a	30.23	66	71	N	3	c
Gap Rock	„	30.18	—	—	ENE	6	—
Macao	„	30.25	67	—	ENE	1	c
C. St. J.	„	—	—	—	—	—	—
Manila	10 a	30.08	82	69	N	1	c
Iloilo	9 a	30.05	81	—	NE	2	c
Cebu	„	30.01	85	—	N	1	c
Labuan	„	30.01	79	—	—	—	—

	March 27 at 10 a.m.	March 27 at 4 p.m.
Barometer	30.23	30.19
Temperature	66	64
Humidity	71	75
Rainfall	—	—

SHARE REPORT.

Corrected to 5 p.m., 28th March, 1911.

Stocks & Paid up Value.		Cl'ing Q'tions	Last Dividend and Date.	Return based on last year's Div.
Banks.				
Hongkong & Shanghai	$125	$880 b 841/10/-	21. 5/- at 1/10 $24 54 for half year ended 31-12-10	5 p.c.
National Banks	5l.	$80 b.	3l. 6s.—$2 for 1908	
Marine Insurances.				
Cantons	$50	$180	$15 for 1909	8⅓ p.c
North China	5l.	T155	Interim of 7/6 per share for 1909	5 p.c.
Unions	$100	$842½b	Final of $20 making $50 for 1908 and Interim of $30 for 1909	6 p.c.
Yangtszes	50l.	$207½	$12 for 1908 and Int. of $3 for 1909	7½ p.c.
Fire Insurances.				
China Fires	$20	$120 b. & ss.	$7 & b's of $2 for 1909	7 p.c.
Hongkong Fires	$50	$330	$27 for 1909	7½ p.c.
Shipping.				
China & Manilas	$25	$8½b.	$1 p. c. for 1906	
Douglas Steamships	$50	$19	5% for year end'g 30-6-08	
Steamboats	$15	$29½ s.	Dividend of $1½ for half year ending 31-12-10	8⅓ p.c.
Indo-Chinas (Preferred) (Deferred)	5l.	$60 b.	3 p.c.=3s. on preferred shares only for 1910	4 p.c.
"Shell" Transports	1l.	32/6 s. 11l. b.	Fin. of 2.6 per share (coupon 14) making in all 4.6 for 1909 & interim 1s. on ac. for 1910	5l.
"Star Ferry"	$10 $5	$23 $12	Div. 7 p.c. for year ending 30-4-10 Bon. 5 p.c.	3 p.c. 3 p.c.
Refineries.				
China Sugars	$100	$103½	$5 for half year end'g 30-6-10	10 p.c.
Luzon Sugars	$100	$30	$3 for 1897	
Mining.				
Chinese Engineerings	1l.	T12½ s.	Final dir. of 1/6 for the year 1910 making 15% (coupon No. 15)	9 p.c.
Headwaters	P. 10	P.10	First year	
Raubs	18s. 10d.	1l. $2.75	1s. 2d. per share 13th div.	5 p.c.
Docks, Wharves, & G'ps.				
Fenwicks	$25	$5	$1½ for year ending 31-12-09	
Kowloon Wharfs	$50	$52 s.	$6% for year end'g 31-12-10	12 p.c.
H.K. & Whampoa Docks	$50	$54 s.	2½ p.c. for half year ended 31-12-10	
Shanghai Docks	T. 100	T.65	Final of Tls. 3½ mkg. Tls. 6 in all for year 30-4-10	6 p.c.
Hongkew Wharfs	T. 100	T.94	Interim of Tls. 3 for 1910	7 p.c.
Lands, Hotels & B'dings.				
Anglo French Lands	T. 100	T.95 b.	Tls. 6 20-2-10	5% p.c.
Central Stores	$15	$11 s.	8 p.c. for 1909	8 p.c.
Hongkong Hotels	$50	$106 b. $66 b.	$3 on old shares, $1.50 on new shares for half year 31-12-10	6 p.c.
Hongkong Lands	$100	$94½	$7 per share for 1910	7 p.c.
Humphreys Estates	$10	$6½ ss.	15 cents for 1909	7 p.c.
Kowloon Lands	$30	$31 s.	$2½ for 1909	7 p.c.
Shanghai Lands	T. 30	T.97	Tls. 6 for 1910	6% p.c.
West Points	$50	$46 b.	Final dividend of $2.20 per share making $4 in all for year 1910	8% p.c.
Cotton Mills.				
Ewos	T. 50	T.85	T. 4 for year end'd 31-10-10	12 p.c.
Hongkong Cottons	$10	$6 s.	50 cents 31-7-08	
Miscellaneous.				
China-Borneo	$12	$11 ss.	5 p.c. for 1909	6 p.c.
Light & Powers	$13	$1	60 cents for year 28-2-06	
Do. (Spec. shares)	$1			
China Provident's	$10	$7½ ss.	80 cents for 1910	10½ p.c.
Dairy Farms	$6	$19	$1.20 for year end'g 31-7-10	6% p.c.
Green Islands	$10	$2.75b.	Interim of 15 cents per share for 1910	15 p.c.
Hongkong Electric	$10	$23 s.	$1.20 per share and b's of 10 cents	6 p.c.
Hongkong Ices	$25	$159 b.	$10 per share for 1910	
Hongkong Ropes	$10	$17½ s.	$2 per share for 1910	11 p.c.
Langkats	p. 100	T113½ ss.	Fin. div. of Tls. 15 mak'g in all Tls. 55 for 1910 and a bonus of Tls. 2	4 p.c.
Morning Post	$25	$25	None	
Peak Tramway	$10	$13	30 cents on fully paid shares and 6 cents on $1 paid shares for year ending 30-4-10	3 p.c. 5 p.c.
Do. (new)	$1	$1.25		
Philippines	$10	$8	None	
Societe des Pulpes et Papieteries du Tonkin	$35 paid up Haiphong currency	$38 s. Hkong cur.	First year	
Shanghai-Sumatras	T. 20	T115 s.	No dividend this year	2 p.c.
Steam Laundrys	$5	$6½ s.	50 cts. for year end'g 30-5-10	10 p.c.
Union Waterboat	$10	$6½ ss.	5 per cent. for year ending 31-12-1910	6 p.c.
Watkins, Ltd.	$10	$3 s.	3% for 1909	
Weismann, Ltd.	$10	$12 b.	10 cts. for year end'g 31-7-10	8 p.c.
Watson	$10	$7 s.	3 p.c. for 1909	
William Powell		$3 ss.	... ...	

ss.—sellers. s.—sale. b.—buyers.

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